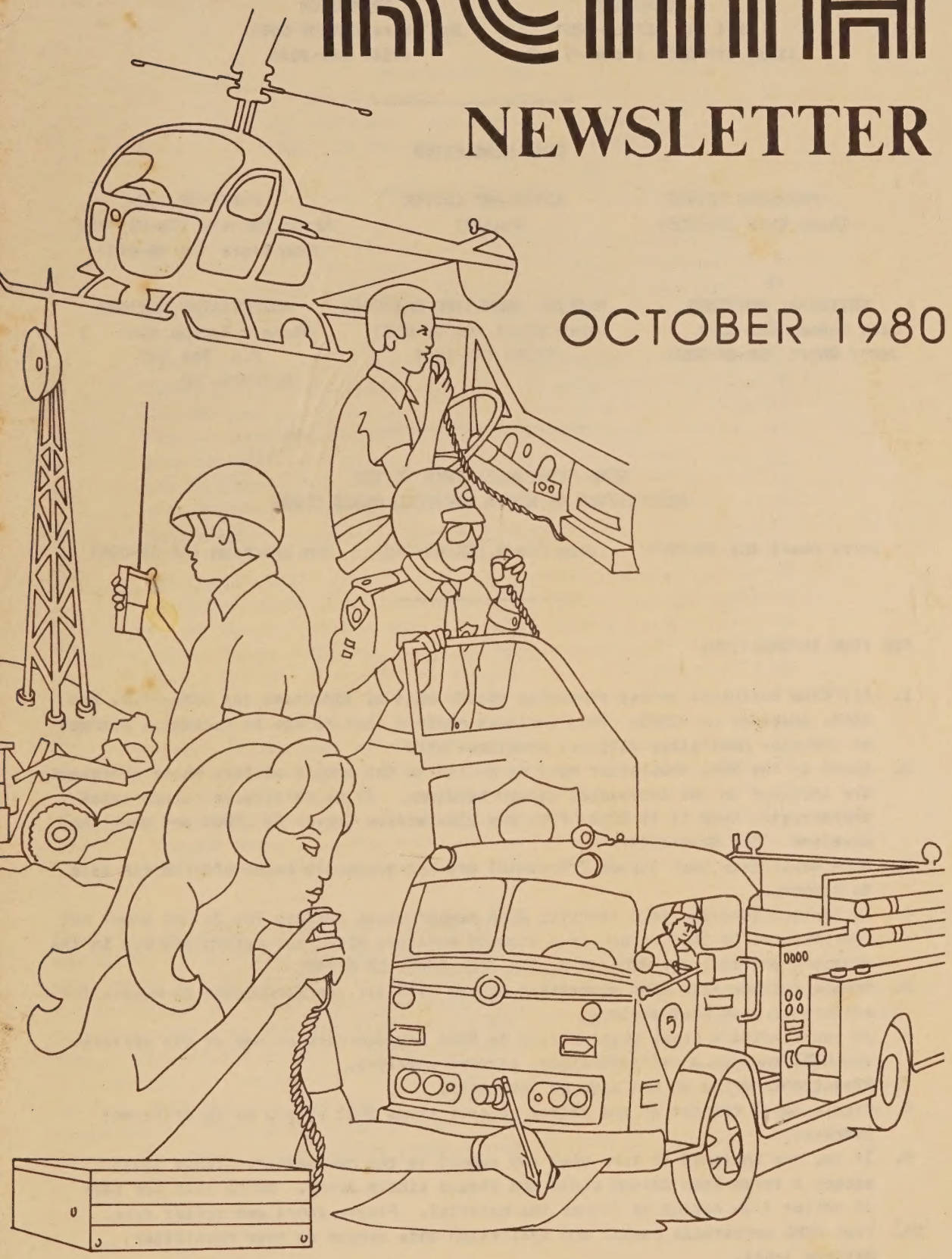
RCMA

NEWSLETTER



OCTOBER 1980

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to: RCMA, P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors whose addresses are included in the individual column headings. If no particular column seems appropriate, send it to RCMA, P.O. Box 216, Willow Grove, PA 19090 and mark the envelope "For Newsletter."
3. RCMA Newsletter back issues (reprints) are not presently being offered for sale to members.
4. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address in the envelope and mail to: RCMA, P.O. Box 408, Earp, CA 92242.
5. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.
6. If you require a reply when writing to RCMA headquarters or one of the editors, you MUST enclose a self-addressed, stamped envelope.
7. Please only write on one side of the paper.
8. Please don't combine in one letter several items that should go to different addresses.
9. If you are inclined to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.
10. Your RCMA membership number and expiration date appear on your newsletter mailing label.
11. You may join or renew your membership for ONLY one year at a time.
12. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to our advertising manager (address above) for our advertising guidelines.

RCMA NEWSLETTER

OCTOBER 1980 Issue 56

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RCMA, P.O. Box 4563, Anaheim, CA 93803

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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $10.50 per year for U.S. residents and $12.85 (payable in U.S. funds) for persons in all other countries (dues subject to change). Information contained herein primarily is obtained from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. This publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written permission.

Reports of Meetings and Officers

Send reports (informal accounts) of RCMA meetings, gatherings, etc. which have occured to: John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.

San Diego DXer's Club

RCMA Members: If you are also interested in SWL, especially in the new space-age computer-assisted receivers send 75¢, five 15¢ stamps or 3 IRCs for a sample copy of the San Diego DXer's Club monthly bulletin. Membership and a year's subscription to the bulletin is $8.00, $14.00 overseas airmail. A very different club. No frequency lists nor QSLs but up-to-the-minute coverage of hobby happenings and non-technical evaluations of receivers, antennae, accessories, modifications and experimental techniques. Address: SDDXC, 1826 Cypress St San Diego, CA 92154. Tel (714) 429-9728

HAM RADIO CLASSES

GORDON WEST WB6N0A

To Pass Both Novice & Technician (Voice Privileges)
FCC Tests. Only 9 Weeks Long, 1 Night A Week For 3 Hours!

NOVICE and TECHNICIAN
BEGINNER CLASS

OCC CLASS NUMBER MARA137AD
BEGINS SEPT. 8 MONDAYS
COASTLINE NUMBER 1A060AB
BEGINS SEPT. 9 TUESDAYS

- 9 Weeks—No Code or Technical Prerequisite Needed.
- Novice Code (5 wpm) and Written Test Administered in Class. This May Be The Last Class Where This is Allowed By FCC Order!
- Prepares You For The Technician Class Test At The FCC in Long Beach. No Code Test With Novice License.
- Concentrated Study on FCC Type Test Questions & Answers. You Learn ONLY What is Asked on The Tests.
- Past Class Test Results:
  NOVICE CLASS—Passed: 474 Failed: 0
  TECHNICIAN CLASS—Passed: 312 Failed: 14

THE NEW FCC WRITTEN EXAMS ARE NOW IN USE. PRESENT STUDY BOOKS DO NOT COVER THE NEW MATERIAL. THIS CLASS DOES COVER THE NEW MATERIAL!

NOVICE, TECHNICIAN, and GENERAL
OPERATING CLASS

WEDNESDAY NITES THRU COASTLINE COLLEGE
NEWPORT HARBOR HI SCHOOL ROOM 181
COURSE # 1A061AB BEGINS SEPT 10

- Prerequisite—Enrollment in A Novice Class or A Valid Novice or Higher License.
- Introduction To Amateur Radio Equipment and Accessories.
- Introduction to Various Ham Emissions
- Introduction to Ham Clubs & Magazines
- Ham Radio Operating; A New Band or Mode Each Week.
- Ham Antennas & Grounds
- Review of Typical FCC Test Questions For Technician/-General Element 3 Exam.
- Code Practice to Increase Code Speed

It's Easy to Move Up to Amateur Radio . . . The Space Age Hobby!

TUNE IN THE WORLD WITH HAM RADIO

NEXT CLASS

FALL CLASSES BEGIN IN SEPTEMBER. CALL NOW FOR RESERVATIONS. PLEASE USE CLASS NUMBERS!!!!!!!
OCC - 556-5772
COASTLINE - 963-0824

The Ontario DX Association is holding a DX Open House on Saturday ,August 23rd from 10 am to 10 pm. The location is the North York Memorial Community Hall, 5090 Yonge St., Toronto. Further information is available from : Harold Sellers

3 Camrose Crescent

Scarborough, Ontario

Canada M1L 2B5

The program will include displays of club and station literature, equipment and equipment brochures, as well as instructional displays. Several speakers will deliver talks on various subjects.

** Calendar **

Send notices of upcoming events for the Calendar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

*** please note the newsletter deadlines refer to the month the newsletter is to be mailed. Not the date on the cover of the newsletter.

Sepetmber 19 FRIDAY General meeting at Mercury Savings and Loan, Valley View and Lincoln Ave, Buena Park, Ca. This is to be one of our Sharing Sessions. Everyone is encouraged to bring something to share with the others.

September 30 TUESDAY Board meeting and newsletter labeling at Anaheim Library Branch 1349 S. Euclid. Board meeting 6:PM Labeling 7:PM. This is an opportunity to have your voice heard, assist the club, and catch up on the latest scanner activity. All members are welcome. Any DX members in the area on vacation. Here is a good spot to break the trip. We can use all the help we can get.

October 6 MONDAY Newsletter deadline

October 17 FRIDAY General Meeting and a tour of KOCE Channel 50 TV satellite facility. Golden West College campus, Huntington Beach California.

November 4 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

November 10 MONDAY Newsletter deadline

November 21 FRIDAY General Meeting. Gordon West CAORC17 noted west coast editor and Larry Guy of the FCC tentatively scheduled.

December 2 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

December 8 MONDAY Newsletter deadline

Janurary 5 MONDAY Newsletter deadline

Janurary 6 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

Janurary 16 FRIDAY General Meeting agenda open at this date.

THOUGHT waves

Chuck Gysi, Managing Editor, P.O. Box 216, Willow Grove, PA 19090

There's a bill afoot in Congress right now that may have some bearing on our hobby--radio communications monitoring.

It seems that there has been pressure to ban reception of various radio services around for quite some time, most recently in terms of police radar detectors. Now, however, satellite TV distributors are becoming worried over the prospects of hobbyists building their own satellite TV viewers, thus dipping into their profits.

The Common Carrier Association for Telecommunications has petitioned the Federal Communications Commission to criminally prosecute and fine one amateur radio operator and several others for an article that ran in 73 magazine (an amateur radio publication) on Multi-Point Distribution Systems (MDS). National Subscription Television is suing about a dozen suppliers of allegedly illegal satellite TV decoders, according to HR Report, a weekly ham radio newsletter.

On top of all this, a bill, HR-7747, has been introduced by Rep. Richard Preyer, D-North Carolina, in the House of Representatives. This bill, if adopted, would drastically curtail the right to listen to private radio communications, according to HR Report.

The bill, which would "prohibit the unauthorized reception of private radio communications," would be much more limiting that Section 605 of the Communications Act of 1934 presently is. The act presently just prohibits the divulging of message content to a third party--in other words, we can't go running around saying we heard the DEA say they are about to drop a bust at Broad and Chestnut streets.

The bill has been referred to the House Committee on Interstate and Foreign Commerce and Judiciary further action.

While this bill sits in committee is the time for us to act to insure that such a threat to our hobby doesn't come about. What can you do? The most important thing to do right now is to sit down and write a letter to the congressman that serves your area. Also, it would be a good idea to send a letter to each member of the congressional committee that will send the bill out to the House floor for a vote. If you need the names and addresses of your local congressman, check with your local library or municipal building. They should have the names and addresses of the House committee members also. Only we can prevent this bill from ruining our hobby.

2,000

We are at a crisis situation with RCMA. Our club now has 2,000 members throughout the United States, Canada and abroad. But we are facing a major problem. WE NEED EDITORS. Never before

have we had so many vacancies on the newsletter editorial staff.

It is imperative that all these openings for column editors be filled as quickly as possible. The only way we can continue to provide out members with as thorough coverage as possible as we have done in the past, is if we get a few of the members in our ranks to volunteer to be editors.

What does is involve to be a column editor? For the basic columns, if ususally involves one afternoon on a weekend once a month to collate information sent in from members and to type it up in a presentable fashion. If we don't have an editor for a certain column, obviously we will not be able to run any material on that topic. We need members to give a little time to their organization. And no doubt we have qualified members out there--the membership applications indicate so.

So take a little time to look over the vacancies that presently exist on the newsletter staff in this issue. If you feel that you meet the qualifications for the position, drop me a line. We need you and want you. After all, there must be some qualified members amongst 2,000 members--the largest member club of the Association of North American Radio Clubs (ANARC).

One of the things that RCMA has been encouraging over the past several years is more regionalization of club activities. In many areas of the country this is being realized as local chapters are being formed in many metropolitan areas. In St. Louis, Philadelphia, Miami, Chicago, and other areas, members are getting together for tours of communications facilities or talks on radio systems or just plain old frequency swapping. We certainly encourage this involvement to further the goals of monitor and utility radio listening.

One thing that came across in the mail the other day was a special newsletter for Pittsburgh area monitoring, put out by RCMA member John P. Breen (PA-066). The newsletter, entitled, "Scanning Pittsburgh," or SP for short, in its first edition, highlights radio systems for the Pittsburgh city police and fire departments. Also frequencies for the Ohio Valley are listed, want ads and a look at the electromagnetic radio spectrum in terms of frequencies. Not a bad start for the first issue--four pages in length! It is an excellent publication that Pittsburgh and Allegheny County area members should get their hands on. John is planning on producing it on a monthly basis until the end of thie year when he will be looking for a little help to continue it. Also, the January issue will be a special update edition detailing all active area frequencies reported by listeners.

If you are interested in getting copies of this newsletter or are interested in helping out on the editing side, write John at: 3001 Marshall Road, No.228, Pittsburgh, PA 15214.

TREASURER'S REPORT
For period ending July 31, 1980

Balance as of April 30, 1980		$ 3281.40
Received:		
New members	$ 4575.03	
Renewals	1628.50	
Ads	164.00	
Misc.	7.00	
		+ 6374.53
Expenses:		
Newsletter, postage, officer expences, etc.	4466.86	
Returned checks	47.50	
		- 4514.36
Balance		$ 5141.57

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS
NEWS HIGHLIGHTS

By CHUCK GYSI (PA-005) RCMA Managing Editor

IRVINE, Calif.--More than 175 radio hobbyists from around the world attended the 16th annual convention of the Association of North American Radio Clubs (ANARC) held here in mid-July.

Broadcasters from several overseas radio stations were present at the convention as well as DXers from a number of nations. The convention was held on the campus of the University of California-Irvine.

Although mainly targeted to the shortwave listener (SWL) and DXer, there were many things of interest to all radio hobbyists. There were forums with the international broadcasters and the representatives of overseas radio leagues.

Also, there were equipment displays by several radio manufacturers and dealers, including the Communications Center of Anaheim, Calif., which previewed Regency's new M-400 scanner.

The guest speaker at the convention banquet was Andy Sennitt of Denmark, associate editor of the World Radio-TV Handbook. After dinner, an auction to benifit the Handicapped Aid Project was held with Ian MacFarland, producer of Radio Canada's "DX Digest," serving as auctioneer. MacFarland is popular with the SWLs and DXers at the annual ANARC conventions. It was not unusual for T-shirts from international broadcast stations to get bids of $25 and $30 each. And where else can you carry home a Radio Shack DX-160 shortwave receiver for $40?

RCMA members in attendance included: Jerry Short, John Clark, Bryan Hunnell, Eric Christensen, Iden Rogers, Bob Leef, Don Erickson and myself.

To conclude, Glenn Hauser, editor of the Review of International Broadcasting, announced a list of awards to international broadcasters through a survey of SWLs. Guess who was the worst station overall--Radio Tehran.

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to: Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Hello from Calgary!

I am the new editor for Canada. Let me introduce myself. I am 16 and have been monitoring for 4 years. I am studying electronics at high school and am planning to become an electrical engineer. I started monitoring with a Patrolman 9 tunable portable. I now use a PRO-2001 with an ARX-2 Ringo Ranger antenna. I primarily monitor the fire dept, paramedics, police, RCMP and news media.

Doug (CAN-041) is an active listener here in Calgary and has a very large collection of frequencies from all across Canada. Doug did some asking around at the DOC office in Calgary about scanner laws in Canada. We will be devoting a future column to this subject with a report from people who know.

On a related topic, the Ministry of Transport has issued an order to ban traffic helicopters from the main automobile arteries to ease air traffic control congestion in Calgary. The order does not mean they are grounded, but it means that their permitted patrol area is reduced to an unacceptable degree. If it continues they may not be able to report traffic.

I would like to ask the Canadian members for some input on a touchy subject. That subject is the publication of Federal government and military frequencies in the newsletter. There are some sensitive frequencies that should not be published, such as some military and RCMP channels, but should I allow what I receive to be passed on individually in the mail, or what? If I receive the information from the members, I assume that the information is not vital to national security and is all right to be published. I need some more opinions on this from the readers.

I have not as of yet received the material that Chuck Gysi is holding for the Canada column. Next month I hope to start publishing some of that pile. Meanwhile Doug (CAN-041) has supplied me with some correspondance he has made with other RCMA members in Canada. This is by no means the complete list, I have taken excerpts from each frequency list, usually the police, fire and ambulance services of the area. If you would like any more information on the region you can either write the member or to me. If you write to me please enclose a SASE.

From Brian (CAN 013):

PD	St. John, N.B.	City Police I	154.770
PD	St. John, N.B.	City Police II	154.800
FD	St. John, N.B.	City Fire	154.890
AMB	St. John, N.B.	Ambulance	150.095
NEWS	St. John, N.B.	CHSJ TV/Radio	172.740
NEWS	St. John, N.B.	CFBC Radio	172.890

From Guy (CAN 031):

PD	Quebec City, P.Q.	City Police	155.460
			154.770
			155.850
FD	Quebec City, P.Q.	Fire Dept.	155.070
			154.250
AMB	Quebec City, P.Q.	Delisle Ambulance Co.	148.435

From David (CAN 037):

PD	Windsor, Ont.	City Police	#1	142.035
			#2	142.215
			#3	142.875
			#4	142.770

FD	Windsor, Ont.	Fire Dept.	#1	154.145
			#2	154.280
			Suburbs	153.770
AMB	Windsor, Ont.	Ambulance	#1	150.100
			#2 Main Dispatch	149.170
			#3 Patch to hospital	149.410
			#4	149.470

This is all I have time to type up this month, if I want to ensure that it will arrive on time. I do not place much faith in our postal system.

I would really like to hear from you. Comments on the new column; what you would like to see, what you would not like to see; criticisms, compliments, even just to say hello. Of course I would like your frequency lists, publishable or not. I would also like to ask that any questions on VHF Marine, Railroads or Aviation be directed to the specialty columns that have been set up. I am not an expert in these areas and answers would be more complete from the other columns. Any <u>other</u> questions I should be able to answer or find an answer to.

That's it for this month; until next month happy listening!

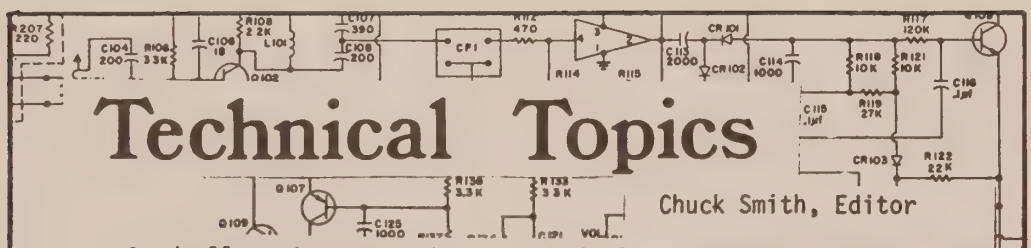
From DOUGLAS (CAN-041):

The question of the legalities of scanners varies by the person you are talking to. So to set the record straight, I went to the office of the Department of Communications, Canada. The personnel were not of much help until I explained the purpose of the information was for this story.

A store can sell and display scanners and even give the buyer a list of locally active frequencies and not break any laws. Before the consumer can use the scanner, he/she must obtain a license from the DOC. To obtain the license, the scanner user first must obtain written permission from the person, company or service authorized to use the frequencies he/she wishes to monitor. This permission can be very hard to get. If the permission is obtained, then the person must make written permission to the DOC and file for a license. The only time a license is not needed is in the case of the 24-hour weather frequencies. A scanner user can have his/her radio confiscated and be fined for not having a license or for monitoring unauthorized frequencies.

There are very few charges laid under the law for having no license. The emergency services know that most scanner owners are only listening for the enjoyment, but if more people start to become ambulance chasers, there could be a start to charges being laid. So, remember your actions can be very important to the future of our hobby.

In my area, I have noticed more stores selling scanners placing stickers on scanner boxes stating that a license is needed to operate the scanner.



Technical Topics

Chuck Smith, Editor

Send all equipment reviews, technical articles, technical tips and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions or even computer applications for monitoring to:

EDITOR NEEDED!

We need a new Technical Topics editor. The editor of this column should have a background in electronics and an understanding of VHF/UHF radio communications. This editor would be required to generate some information for the column as well as organize input and questions from the general membership. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

Factory Direct Only!
THE WORLDS FIRST
1800 CHANNEL FULLY SYNTHESIZED
COMPACT VHF FM MONITOR
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FACTORY DIRECT
This price in U.S. only
■ FULL BAND COVERAGE
141.000-149.995 MHZ
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■ SLIM SIZE AND LIGHT-WEIGHT.
5¼"(H) x 2½" (W) x 1"(D)
7.1 oz with NiCd Battery Pack
■ COMMERCIAL BAND TYPE (151-159 MHZ) IS ALSO AVAILABLE.
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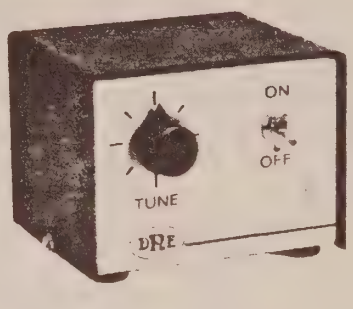
2832-D Walnut Avenue, Tustin, California 92680
Phone (714)544-8281

The technical column is a smattering of bits and pieces this month. The item is an indication of where pocket scanners are headed in the near future The model is only one channel (no scanning) and covers only a portion of VHF high band. Given time this will surely blossom into a full band multi-channel scanner. If not this company may be Bearcat or Regency.

The second item is a question from Don AZ-019 about where a de-scrambler could be found. The RCMA called around on this and found that Mr Noble (see spec) sales a de-scrambler for the scanner radio.

The last item from John CA OR-078 for Bearcat 101 & 101A owners are more out of band settings. Last months newsletter contained 415 MHz codes for United States Forestry Service links. They are used for repeating VHF high-band channels. They are usually Forest Net Channels, which can be enlightened listening. This months codes are in the 2 meter amateur area. If interest is shown we will continue to run more Bearcat 101 code sheets.



MODEL D-12 UNSCRAMBLER

MODEL P-20 UNSCRAMBLER

THIS IS **NOT** A KIT — COMPLETELY ASSEMBLED AND READY FOR USE

Specifications: Both models will unscramble any scrambled communication of the single inversion type with an audio frequency range up to 5 kHz. Most communications scramblers in use today are of this type.

Construction: High quality components, heavy duty metal case, and a fiberglass circuit board combine to give years of trouble-free operation.

Size: Model D-12 — 3 1/8" W x 2 1/2" H x 4" D
Model P-20 — 2 3/4" W x 2" H x 1 3/16" D **(Ideal for Portable Use)**

Power Requirements: 9-volt transistor radio battery (type MN-1604 Mallory or equivalent). The flexibility of a battery power supply allows either unit to be used for base, mobile, or portable operation.

Installation: Either model will work on all scanners or tuneable receivers, either VHF Hi or Lo, or UHF bands. This unit connects to the external speaker jack and internally to the speaker, or to the external speaker terminal strip of your scanner. Complete instructions are included with each unit.

Warranty: Both models are guaranteed against defects in material and workmanship for a period of ninety days. Defective units should be returned to the manufacturer for repair.

AVAILABLE AT:

DON NOBLES ELECTRONICS, INC.
ROUTE 7, BOX 265 B • HOT SPRINGS, ARKANSAS 71901
PHONE 501-623-6027

144	1	1	1	1	1	1	1	0	0	1	1	0	0	0	1
144.005	1	1	1	1	1	1	1	0	0	1	0	1	1	0	1
144.01	1	1	1	1	1	1	1	0	0	1	0	1	0	0	1
144.015	1	1	1	1	1	1	1	0	0	1	0	0	1	0	1
144.02	1	1	1	1	1	1	1	0	0	0	1	0	0	0	1
144.025	1	1	1	1	1	1	1	0	0	0	1	1	1	0	1
144.03	1	1	1	1	1	1	1	0	0	0	1	1	0	0	1
144.035	1	1	1	1	1	1	1	0	0	0	1	0	1	0	1
144.04	1	1	1	1	1	1	1	0	0	0	1	0	0	0	1
144.045	1	1	1	1	1	1	1	0	0	0	0	1	1	0	1
144.05	1	1	1	1	1	1	1	0	0	0	0	1	0	0	1
144.055	1	1	1	1	1	1	1	0	0	0	0	0	1	0	1
144.06	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1
144.065	1	1	1	1	1	1	0	1	1	1	1	1	1	0	1
144.07	1	1	1	1	1	1	0	1	1	1	1	1	0	0	1
144.075	1	1	1	1	1	1	0	1	1	1	1	0	1	0	1
144.08	1	1	1	1	1	1	0	1	1	1	1	0	0	0	1
144.085	1	1	1	1	1	1	0	1	1	1	0	1	1	0	1
144.09	1	1	1	1	1	1	0	1	1	1	0	1	0	0	1
144.095	1	1	1	1	1	1	0	1	1	1	0	0	1	0	1
144.1	1	1	1	1	1	1	0	1	1	1	0	0	0	0	1
144.105	1	1	1	1	1	1	0	1	1	0	1	1	1	0	1
144.11	1	1	1	1	1	1	0	1	1	0	1	1	0	0	1
144.115	1	1	1	1	1	1	0	1	1	0	1	0	1	0	1
144.12	1	1	1	1	1	1	0	1	1	0	1	0	0	0	1
144.125	1	1	1	1	1	1	0	1	1	0	0	1	1	0	1
144.13	1	1	1	1	1	1	0	1	1	0	0	1	0	0	1
144.135	1	1	1	1	1	1	0	1	1	0	0	0	1	0	1
144.14	1	1	1	1	1	1	0	1	1	0	0	0	0	0	1
144.145	1	1	1	1	1	1	0	1	0	1	1	1	1	0	1
144.15	1	1	1	1	1	1	0	1	0	1	1	1	0	0	1
144.155	1	1	1	1	1	1	0	1	0	1	1	0	1	0	1
144.16	1	1	1	1	1	1	0	1	0	1	1	0	0	0	1
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144.185	1	1	1	1	1	1	0	1	0	0	1	1	1	0	1
144.19	1	1	1	1	1	1	0	1	0	0	1	1	0	0	1
144.195	1	1	1	1	1	1	0	1	0	0	1	0	1	0	1
144.2	1	1	1	1	1	1	0	1	0	0	1	0	0	0	1
144.205	1	1	1	1	1	1	0	1	0	0	0	1	1	0	1
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144.225	1	1	1	1	1	1	0	0	1	1	1	1	1	0	1
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144.265	1	1	1	1	1	1	0	0	1	0	1	1	1	0	1
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145.12	1	1	1	1	0	1	1	1	0	1	1	0	0	0	1
145.125	1	1	1	1	0	1	1	1	0	1	0	1	1	0	1
145.13	1	1	1	1	0	1	1	1	0	1	0	1	0	0	1
145.135	1	1	1	1	0	1	1	1	0	1	0	0	1	0	1
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145.16	1	1	1	1	0	1	1	1	0	0	1	0	0	0	1
145.165	1	1	1	1	0	1	1	1	0	0	0	1	1	0	1
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145.185	1	1	1	1	0	1	1	0	1	1	1	1	1	0	1
145.19	1	1	1	1	0	1	1	0	1	1	1	1	0	0	1
145.195	1	1	1	1	0	1	1	0	1	1	1	0	1	0	1

145.2	1	1	1	1	0	1	1	0	1	1	1	0	0	0	1
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145.21	1	1	1	1	0	1	1	0	1	1	0	1	0	0	1
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145.235	1	1	1	1	0	1	1	0	1	0	1	0	1	0	1
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145.245	1	1	1	1	0	1	1	0	1	0	0	1	1	0	1
145.25	1	1	1	1	0	1	1	0	1	0	0	1	0	0	1
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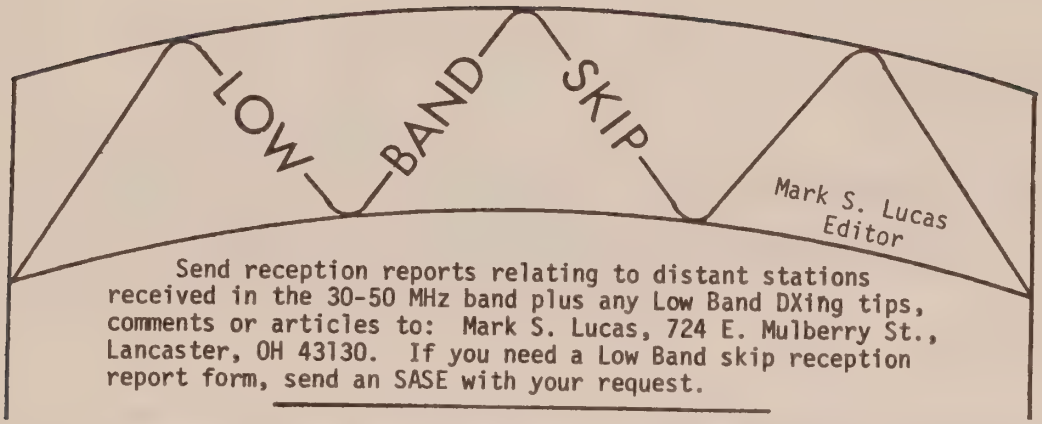
145.26	1	1	1	1	0	1	1	0	1	0	0	0	0	0	1
145.265	1	1	1	1	0	1	1	0	0	1	1	1	1	0	1
145.27	1	1	1	1	0	1	1	0	0	1	1	1	0	0	1
145.275	1	1	1	1	0	1	1	0	0	1	1	0	1	0	1
145.28	1	1	1	1	0	1	1	0	0	1	1	0	0	0	1
145.285	1	1	1	1	0	1	1	0	0	1	0	1	1	0	1
145.29	1	1	1	1	0	1	1	0	0	1	0	1	0	0	1
145.295	1	1	1	1	0	1	1	0	0	1	0	0	1	0	1
145.3	1	1	1	1	0	1	1	0	0	1	0	0	0	0	1
145.305	1	1	1	1	0	1	1	0	0	0	1	1	1	0	1
145.31	1	1	1	1	0	1	1	0	0	0	1	1	0	0	1
145.315	1	1	1	1	0	1	1	0	0	0	1	0	1	0	1
145.32	1	1	1	1	0	1	1	0	0	0	1	0	0	0	1
145.325	1	1	1	1	0	1	1	0	0	0	0	1	1	0	1
145.33	1	1	1	1	0	1	1	0	0	0	0	1	0	0	1
145.335	1	1	1	1	0	1	1	0	0	0	0	0	1	0	1
145.34	1	1	1	1	0	1	1	0	0	0	0	0	0	0	1
145.345	1	1	1	1	0	1	0	1	1	1	1	1	1	0	1
145.35	1	1	1	1	0	1	0	1	1	1	1	1	0	0	1
145.355	1	1	1	1	0	1	0	1	1	1	1	0	1	0	1
145.36	1	1	1	1	0	1	0	1	1	1	1	0	0	0	1
145.365	1	1	1	1	0	1	0	1	1	1	0	1	1	0	1
145.37	1	1	1	1	0	1	0	1	1	1	0	1	0	0	1
145.375	1	1	1	1	0	1	0	1	1	1	0	0	1	0	1
145.38	1	1	1	1	0	1	0	1	1	1	0	0	0	0	1
145.385	1	1	1	1	0	1	0	1	1	0	1	1	1	0	1
145.39	1	1	1	1	0	1	0	1	1	0	1	1	0	0	1
145.395	1	1	1	1	0	1	0	1	1	0	1	0	1	0	1
145.4	1	1	1	1	0	1	0	1	1	0	1	0	0	0	1
145.405	1	1	1	1	0	1	0	1	1	0	0	1	1	0	1
145.41	1	1	1	1	0	1	0	1	1	0	0	1	0	0	1
145.415	1	1	1	1	0	1	0	1	1	0	0	0	1	0	1
145.42	1	1	1	1	0	1	0	1	1	0	0	0	0	0	1
145.425	1	1	1	1	0	1	0	1	0	1	1	1	1	0	1
145.43	1	1	1	1	0	1	0	1	0	1	1	1	0	0	1
145.435	1	1	1	1	0	1	0	1	0	1	1	0	1	0	1
145.44	1	1	1	1	0	1	0	1	0	1	1	0	0	0	1
145.445	1	1	1	1	0	1	0	1	0	1	0	1	1	0	1
145.45	1	1	1	1	0	1	0	1	0	1	0	1	0	0	1
145.455	1	1	1	1	0	1	0	1	0	1	0	0	1	0	1
145.46	1	1	1	1	0	1	0	1	0	1	0	0	0	0	1
145.465	1	1	1	1	0	1	0	1	0	0	1	1	1	0	1
145.47	1	1	1	1	0	1	0	1	0	0	1	1	0	0	1
145.475	1	1	1	1	0	1	0	1	0	0	1	0	1	0	1
145.48	1	1	1	1	0	1	0	1	0	0	1	0	0	0	1
145.485	1	1	1	1	0	1	0	1	0	0	0	1	1	0	1
145.49	1	1	1	1	0	1	0	1	0	0	0	1	0	0	1
145.495	1	1	1	1	0	1	0	1	0	0	0	0	1	0	1
145.5	1	1	1	1	0	1	0	1	0	0	0	0	0	0	1
145.505	1	1	1	1	0	1	0	0	1	1	1	1	1	0	1
145.51	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1
145.515	1	1	1	1	0	1	0	0	1	1	1	0	1	0	1
145.52	1	1	1	1	0	1	0	0	1	1	1	0	0	0	1
145.525	1	1	1	1	0	1	0	0	1	1	0	1	1	0	1
145.53	1	1	1	1	0	1	0	0	1	1	0	1	0	0	1
145.535	1	1	1	1	0	1	0	0	1	1	0	0	1	0	1
145.54	1	1	1	1	0	1	0	0	1	1	0	0	0	0	1
145.545	1	1	1	1	0	1	0	0	1	0	1	1	1	0	1
145.55	1	1	1	1	0	1	0	0	1	0	1	1	0	0	1
145.555	1	1	1	1	0	1	0	0	1	0	1	0	1	0	1
145.56	1	1	1	1	0	1	0	0	1	0	1	0	0	0	1
145.565	1	1	1	1	0	1	0	0	1	0	0	1	1	0	1
145.57	1	1	1	1	0	1	0	0	1	0	0	1	0	0	1
145.575	1	1	1	1	0	1	0	0	1	0	0	0	1	0	1
145.58	1	1	1	1	0	1	0	0	1	0	0	0	0	0	1
145.585	1	1	1	1	0	1	0	0	0	1	1	1	1	0	1
145.59	1	1	1	1	0	1	0	0	0	1	1	1	0	0	1
145.595	1	1	1	1	0	1	0	0	0	1	1	0	1	0	1



Send reception reports relating to distant stations received in the 30-50 MHz band plus any Low Band DXing tips, comments or articles to: Mark S. Lucas, 724 E. Mulberry St., Lancaster, OH 43130. If you need a Low Band skip reception report form, send an SASE with your request.

Well somewhat better results this month after some gentle "prodding." I guess if that is what it takes, then so be it! And we begin with a visit to our northerly neighbor.

	FROM ERIC (CAN-046):		39.50 MHz	NO CALL "State P.D."	Police
B/M	B C-210	5-3-80	2209 EDT	Houston, Texas	1300 Miles
			39.58 MHz	NO CALL "State P.D."	Police
B/M	BC-210	4-27-80	2216 EDT	Hartford,Conn.	375 Miles
			39.78 MHz	NO CALL "Popean Sheriff"	Police
B/M	BC-210	6-17-80	2114 EDT	Popean, Nebraska	850 Miles
			39.80 MHz	NO CALL OR ID	Police
B/M	BC-210	6-17-80	2133 EDT	Nebraska City, Nebraska	850 Miles
			39.58 MHz	KOY 975 NO ID	Police
B/M	BC-210	6-17-80	1721 EDT	Possibly Colorado (??)	
			39.46 MHz	NO CALL OR ID	Police
B/M	BC-210	6-17-80	2034 EDT	Topeka, Kansas	950 Miles
			39.58 MHz	KGE 973 "Sheriff"	Police
BASE	BC-210	6-17-80	2100 EDT	Possibly Lawrence Co., Ks.	
			39.58 MHz	KBF 379 "Sheriff"	Police
BASE	BC-210	6-17-80	2100 EDT	Possibly Hudson, Kansas	
			39.58 MHz	KE? 506 "State PD"	Police
BASE	BC-210	6-17-80	2100 EDT	North Carolina	
			39.64 MHz	KC? 332 "St. Peters"	Police
BASE	BC-210	6-17-80	1829 EDT	Cave Springs, (State??)	
	FROM ANDY (GA-015):		33.46 MHz	KXM 473 NO ID	Fire
BASE	BC-220	7-17-80	1409 EDT	No location given	
			33.74 MHz	KYO 430 NO ID	Fire
BASE	BC-220	7-17-80	1415 EDT	No location given	
			33.74 MHz	KGD 740 NO ID	Fire
BASE	BC-220	7-17-80	1420 EDT	No location given	
			33.74 MHz	NO CALL "Akron Control"	Fire
BASE	BC-220	7-17-80	1421 EDT	Akron, Ohio (??)	900 Miles
			33.86 MHz	NO CALL "Ridgefield"	Fire
BASE	BC-220	7-17-80	1430 EDT	Ridgefield,Conn. (??)	1000 Miles
			33.94 MHz	NO CALL "Canton"	Fire
BASE	BC-220	7-17-80	1432 EDT	Connecticut Mutual Aid	1000 Miles
			33.86 MHz	KGH 643 "Coventry Control"	Fire
BASE	BC-220	7-17-80	1436 EDT	Coventry, Conn. (??)	1000 Miles
			33.78 MHz	KXC 747 "Bedford Control"	Fire
BASE	BC-220	7-17-80	1440 EDT	No Location Given	
			33.90 MHz	KQA 216 NO ID	Fire
BASE	BC-220	7-17-80	1530 EDT	Cleveland,Ohio	900 Miles
			33.82 MHz	KGZ-??? "Butler Control"	Fire
BASE	BC-220	7-17-80	1500 EDT	No location given	
			33.82 MHz	KFG 830 "Perry"	Fire
BASE	BC-220	7-17-80	1500 EDT	No location Given	

(Andy notes he is receiving on 33.48 MHz what sounds like a French speaking service. Any members, especially Canadian who can help??)

FROM DOUG (PA-045): "Please pass the following onto CA-LA-089;
33.74 MHz KYO 430, located in Cherryville, Hunterdon,Co., New Jersey.
33.74 MHz KXM 868, located in Bedford, Bedford, Co., PA.
Also, anyone who has trouble locating frequencies in Pennsylvania drop me a line at: Doug Griffin, 106 Church St., Richland,PA. 17087.

Finally, from JOHN (ILL-012): "Although your column deals primarily with Low Band skip, the High Band has been open recently. I have as an example:
155.475 MHz KIB 511 "Alabama State" Police
BASE BC-101 7-14-80 0700 CDT Muscle Shoals, Alabama

(I also had reception of stations in the Kansas City, MO. area and from Kentucky on the various VHF Hgh Band frequencies.)"

Well an excellant frequency cross section for a change. I was worried that all of you were not listening to anything above 34 MHz!! I myself have heard MUFs (Maximum Usable Freq.) up to 50 MHz, so I know some of you have heard 42 and 45 MHz state police and 46 MHz Fire channels from a distance.

Also, I too have heard excellant High Band reception. I believe the awfully oppressive heat wave that swept most of the country in middle July caused one of the biggest Thermal Inversion fronts known. (Thermal Inversion is caused by a layer of warm air held "captive" by a layer of cold air, thereby causing an artificial waveguide to make the RF signal travel at great distances. You John Colemans out there—if my explanation is wrong I'd be glad to stand corrected!)

So, until next month on this very same newsprint....73s and gud listening!

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale and items for trade that are associated with the hobby of monitor radio listening above 30 MHz. No dealer ads accepted. Send to: RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads in this column.

FOR SALE: Regency ACT-T-16K. Perfect condition. $175 includes shipping. Certified check or money order only. BRAD LEONARD (MO-004), 1251 Billings Drive, St. Louis, MO 63137.

FOR SALE: Realistic Pro-2 tunable w/1 crystal position for VHF hi and VHF-lo bands, in fine condition, $35. Regency TMR12H, 12 channel manual select VHF hi-band radio, tuned up and overhauled by Regency in 1979, $45. Regency TMR 8L eight-channel low band scanner now in use mobile, $35. Realistic Pro-9 eight-channel VHF-Hi scanner with tunable provided for eighth channel, a truly excellent receiver, $60. Regency TME 16 H/L/U 16-channel (8 VHF Hi-Lo, 8 UHF) scanner, tuned up and overhauled by Regency in 1979, $75. All will be shipped upon receipt of money order or cashier's check. Trade on any of the first three radios would be considered for a 4-channel Regency scanner in good working order. MIKE REDMAN (MO-002). P.O. Box 1177, St. Charles, MO 63301 (314) 946-4331, evenings.

WANTED: Bearcat III with no crystals or 39.38 MHz only. Must be in good working order. Make offer. Also, info on any old scanners or tunables for sale. EDDIE MURO (NY-041), P.O. Box 318, Woodmere, NY 11598.

WANTED: Where to find a new Bearcat 300 for lowest price available. Also will consider buying one used. LARRY SOMA (IL-096), 616 St. Louis, Columbia, IL 62236.

WANTED: Regency DFS-5K accesory unit for an ACT-W10 Whammo unit. Should be in good mechanical condition. WILLIAM GILLHAM, (CA-CC-004), 535 Dimm St., Richmond, CA 94805 (415) 235-1513.

FOR SALE: MacDonald CE-206 (VHF hi/low), Realistic Pro 40 (VHF hi/low/UHF/T), Regency ACT-E-8HL (VHF hi/low). WILLIAM GILLHAM (CA-CC-004), 535 Dimm St., Richmond, CA 94805 (415) 235-1513.

FOR SALE: Bearcat SP-H/L 4-channel hand-held VHF hi-low scanner. Includes rubber duckie, telescoping and wire antennas, four rechargable ni-cad batteries, charger, adapter, leather carrying case. Like new in factory box. $110 includes shipping. ALSO: International Crystal Manufacturer monitor crystals. Perfect condition. 154.37, 155.22, 155.565 (10.7 type fits Regency, Realistic, etc.) ICM crystals wholesale for approximately $10.50 each. Will sell for $5 each. DAVID R. ALLEN (AZ-004), 1616 N. Winstel Blvd., Tucson, AZ 85716.

FOR SALE: Sonar FR2526, 10-channel two-band (VHF hi/UHF) scanner. Uses Regency 10.7 MHz crystals. Complete with original carton, instruction book, antennas, mobile mounting bracket, AC/DC power cords. DAVE RICHARDS (MI-049), 610 S. Lafayette, Dearborn, MI 48124 (313) 277-0108.

FOR SALE: Regency-type crystals, $3 each: 450.55, 154.95, 158.22, 455.15, 154.43, 159.03, 33.82, 46.06, 450.312, 154.77, 47.02, 154.83, 161.76, 45.96. Check or money order to: ROBERT A. STOFFEL, 1337 West Ave., Fullerton, CA 92633.

FOR SALE: Regency aircraft crystals for following frequencies: 118.15, 119.75, 119.6, 119.90, 120.35, 120.90, 121.50, 122.20, 122.6, 122.80, 123.00, 123.60, 124.25, 125.5, 126.2, 127.6, 127.75, 128.05, 128.2, 128.35, 133.25, 134.1, 134.225, 134.3, 134.85. Only one of each frequency listed. USCC and Shepherd brands, $5 each or all 25 for $100. Or will trade for 225-400 MHz aircraft receiver that is tunable and in operating condition. T.G. BANKS (ME-005), P.O. Box 3174, Lewiston, ME 04240 (207) 786-4110 after 6 p.m. EDST.

FOR SALE: Regency crystals for the following frequencies: 33.74, 39.10, 41.25, 44.90, 47.62, 146.61, 146.67, 146.70, 146.82, 146.88, 146.985, 147.06, 148.15, 148.175, 151.01, 151.07, 151.535, 152.09, 152,57, 153.95, 154.055, 154.07, 154.115, 154.175, 154.265, 154.31, 154.34, 154.37, 154.65, 154.665, 154.695, 154.71, 154.74, 154.755, 154.785, 154.80, 154.935, 155.07, 155.16, 155.34, 155.67, 155.91, 158.79, 158.82, 158.88, 158.97, 159.15, 159.45, 162.55, 457.35, 460.075, 460.125, 160.175, 460.250, 460.225, 460.300, 460.350, 460.400, 460.450,460.500.

Quantities on most listed. MCS brand. $2.15 each. First orders given preference. Please remit with all orders. T.G. BANKS, (ME-005), P.O. Box 3174, Lewiston, ME 04240 (207) 786-4110 after 6 p.m. EDST.

FOR SALE: Bearcat 220. Less than one year old, original carton and all accessories, $235 certified check or money order only will ship UPS for above price. Price is firm. T.G. BANKS, (ME-005), P.O. Box 3174, Lewiston, ME 04240 (207) 786-4110 after 6 p.m. EDST.

WANTED: Regency TMR-1A single-channel aircraft receiver in operating condition and good outside appearance. Also wanted is a Regency AR-136 Flight tunable Monitoradio in operating condition and good outside apperance. T.G. BANKS (ME-005), P.O. Box 3174, Lewiston, ME 04240.

EDITOR NEEDED!

We need a new Marketplace column editor. The editor will receive by mail requests from members desiring to sell radio equipment. The editor types up all members' ads in a specific format for the newsletter. Naturally, the editor should have good spelling and grammar skills. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090. The editor that does this column also may handle the Contact/Info Wanted column.

contact/info wanted

The purpose of this column is twofold: 1) CONTACT --- It helps members to contact other members. If you want to meet, telephone or correspond with other members (by letter or cassette tape) in a certain geographic area or with members who have similar listening interests, this is the place to say so. 2) INFO WANTED --- This column helps members to obtain information directly from other members on various subjects related to two-way communications monitoring above 30 MHz.

Members who wish to contact you will do so directly, so be sure to give your phone number and best time to call and/or your address. Write to:

EDITOR NEEDED!

We need a new Contact/Info Wanted column editor. The editor will receive by mail requests from members desiring to contact other members or requests for general and specific information from the general membership. The editor types up all members' ads in a specific format for the newsletter. Naturally, the editor should have good spelling and grammar skills. The editor that does this column could also handle the Marketplace column. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

New members desires to obtain list of police codes used in the Hayward, Calif., area. She has the penal and vehicle codes, but says the 900 and 10 series are not in them. MARGARET L. GODFREY, 1200 W. Winton Ave., Apt. 92, Hayward, CA 94545.

New member.seeks information on programming the Bearcat 300 out of standard bands. He also desires information regarding the best antenna and set-up as he is 65 miles away from a large city. HAROLD DY, 5875 Caroline Drive, Lakeview, MI 48850.

Anyone in Marion County, Ocala, Silver Springs, Fla., interested in swapping frequencies and information? How about starting a local chapter? Also does anyone have the "7" codes for the national HEAR system? Contact: DAVID GLORIUS, P.O. Box 452, Silver Springs, FL 32688.

Member desires frequency information for Waco, Texas. He understands that Waco police recently acquired a new frequency, possibly 460.200. BENNY COLLINS, 3401 O'Brien Circle, Waco, TX 76708.

Ohio member desires to exchange frequencies, codes. etc., for the Cincinnati and vacinity area. He also would like to obtain business frequencies, especially Riverfront Stadium security. JERRY HURD (OH-034), 4750 Ridgeway Ave., Norwood, OH 45212.

Member seeks way to hook up a Bearcat 250 to a casette recorder to use the auxiliary function. He says that he is getting noise from the recorder's motor and wonders if there is a way to eliminate it. He also seeks a schematic for the BC250 and wonders if there is a way to reconnect the on-off switch to cut off all power to the unit. ROBERT LAZICH (WI-003), 433 W. Scott St., Stevens Point, WI 54481.

Texas member desires information of statewide systems in Texas such as Department of Public Safety, highway department, parks and wildlife department (game wardens), etc., to correct and update notes for use in future RCMA newsletter articles. KEN PEHL (TX-003), 108 E. Center St., Fredericksburg, TX 78624.

Member seeks information on Texas county and municipal systems, particularly frequency pairing and local channel numbering systems for inclusion in future RCMA newsletter articles. DAVID LITSINGER (TX-032), 2704 LaMesa Drive, Austin, TX 78704.

Member seeks code sheets for law and fire services in New York City Westchester, Putnam counties and Long Island, minus NYPD, FDNY and Nassau fire. EDDIE MURO (NY-041), P.O. Box 318, Woodmere, NY 11598.

Miscellany

P.O. Box 216
Willow Grove, PA 19090

From GARY (TX-028):

If anyone is interested the following is a list of police department frequencies that I found in a book that was copyrighted in 1933.

Power (Watts)	Kilocycles	Call Letters	Location
100	2458	WPDO	Akron, Ohio
100	1712	WPED	Arlington, Mass
150	2414	WPDY	Atlanta, Ga.
50	2458	WPDN	Auburn, N.Y.
50	2414	KGPS	Bakersfield, Ca.
100	1574	WPEQ	Baton Rouge, La.
100	1712	KGPY	Beaumont, Texas
500	2414	WGK	Belle Island, Mich.
400	2422	KSW	Berkeley, Ca.
500	2422	WMJ	Buffalo, N.Y.
300	257	WBR	Butler, Pa.
50	2470	KGOZ	Cedar Rapids, Iowa
5	2450	KGZF	Chanute, Kansas
50	2458	WPDV	Charlotte, N.C.
500	1712	WPDC	Chicago, Ill.
500	1712	WPDD	Chicago, Ill.
500	1712	WPDB	Chicago, Ill.
500	1712	WEDC	Cincinnati, Ohio
500	2458	WRBH	Cleveland, Ohio
200	2450	WPDI	Columbus, Ohio
150	1712	KVP	Dallas, Texas
50	2470	KGPN	Davenport, Iowa
150	2450	WPDM	Dayton, Ohio
150	2442	KGPX	Denver, Colo.
100	2470	KGZG	Des Moines, Iowa
400	2506	KGHO	Des Moines, Iowa
500	2414	WPDX	Detroit, Mich.
5000	1574	WRDS	East Lansing, Mich.
50	1712	WPEI	East Providence, R.I.
100	2414	EGZM	El Paso, Texas
100	2442	WPDF	Flint, Mich.
100	2470	WPDZ	Fort Wayne, INd.
500	1574	WMP	Framingham, Mass.
100	2414	KGZA	Fresno, Ca.
100	2442	WPEB	Grand Rapids, Mich.
500	257	WJL	Greensburg, Pa.
50	2414	WRDR	Grosse Point Village, Michigan
300	257	WJL	Harrisburg, Pa.
50	2414	WMO	Highland Park, Mich.
100	2450	KGPQ	Honolulu, T.H.
100	1712	KGZB	Houston, Texas
300	2442	WMDZ	Indianapolis, Ind.
100	2442	WPFG	Jacksonville, Fla.
400	2422	KGPE	Kansas City, Mo.
25	2442	KGZH	Klamath Falls, Ore.
50	2470	WPDT	Kokomo, Ind.
50	2442	WPDL	Lansing, Mich.
100	1712	WPET	Lexington, Ky.
500	1712	KGPL	Los Angeles, Ca.
200	2442	WPDE	Louisville, Ky.
400	2470	WPEC	Memphis, Tenn.
500	2450	WPDK	Milwaukee, Wis.
400	2430	KGPB	Minneapolis, Minn.
50	2442	WPFC	Muskegon, Mich.
100	2430	WPEK	New Orleans, La.
200	438-500	WPY	New York, N.Y. (Harbor police)
400	2450	WPEE	New York, N.Y.
400	2450	WPEF	New York, N.Y.
500	2450	WPEG	New York, N.Y.
250	2450	KGPH	Oklahoma City, Ok.

Con't on page -23-

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

Installations need not be vast and may indeed be compact as we see in this system photo by BILL (MA-029) MULLOWNEY of Everett, Massachusetts. From the left is a Regency K-100 programmed to fire and Red Cross. Atop the K100 is a Regency ACT-20-6 with crystal controlled stations monitoring Massachusetts area police frequencies. To the right of that is a Realistic DX160 for Marine and Amateur monitoring. Atop that is a GE casette recorder for taping the action. Above that is a remote speaker for the ACT 20-6. To the right is a Realistic TRC-205 citizens band hand-held radio. Then we see a Bearcat 4-6 and Craig UHF pocket scanners. On the right is a Realistic TRC458 citizens band radio. Above that is a Hickok frequency counter. It appears from his letter that Bill is a Red Cross First Aid Instructor and member of an emergency citizens band monitoring team. Congratulations, Bill, on your station, and your accomplishments.

Remember, friends, send your photos of your station, local chapter meetings, and so forth as mentioned in the heading. The ideal size is 5 x 7, black and white, sent in an envelope with cardboard on either side. If you send a chapter photo, be sure to identify everyone. Back next month with more exciting photos!

SATELLITES

Bill Blomgren, Editor

Send information about satellite frequencies which you have received with type of traffic heard, orbital data, hobby receiving equipment and antennas and questions pertaining to satellite monitoring to: Bill Blomgren, 112 Sandra Lane, Normal, IL 61761.

I would like to start off this month's column by apologizing for the absence of the Satellite Column in the August, 1980, newsletter. Due to a mix-up over the paste up schedule, I inadvertently missed the August paste up.

MYSTIC STAR IDENTIFIED

In the April, 1980, newsletter I asked the RCMA membership a number of questions hoping for some response. One of the questions I asked was, "What is the MYSTIC STAR system?" With a name like MYSTIC STAR I had assumed that the system must be a satellite network. I have found out since then that the MYSTIC STAR system is not a satellite system, but rather it is a complexed HF (2-30 MHz) government communications system used for high level message flows. Thanks to the unnamed RCMA members who helped to answer this question.

LES 8/9 INFORMATION PROVIDED

Another request I made was for information on LES 8 and LES 9. My thanks to Bill Wedertz (IL-007) who supplied much of the information for the LES 8 and LES 9 article in the July, 1980, newsletter. I am, however, still looking for the current position of both LES 8 and LES 9 and any more information that might be available on these two satellites.

AFSATCOM INFORMATION NEEDED

I am still in need of a complete frequency breakdown for the AFSATCOM system. I have much of the information, but I need to verify which frequencies are being used by which satellites before I present it in the column. Can anyone help?

AMSAT 9 DIES

Regarding amateur satellites and my earlier questions on the new AMSAT 9 satellite I have some bad news. Many of us were watching with great interest and expectation for the launch of the new amateur Phase III satellite AMSAT 9. This new amateur satellite was to usher in a new era in long range amateur satellite communications. The launch of AMSAT 9 was of particular interest to me because it was to offer high quality international amateur communications that could be monitored and enjoyed by RCMA members throughout the world with much the same ease as ATS 1 and ATS 3 are monitored. Unfortunately for RCMA and for amateurs throughout the world the AMSAT 9 satellite was destroyed during its launch in late May of 1980. The loss of AMSAT 9 which had no spare, and I am told was not insured, has seriously set back the amateur satellite program. To the RCMA membership the loss of AMSAT 9 means that there is now one less clear voice satellite in a rapidly shrinking world of clear voice satellites.

REPRINTS AVAILABLE

Many of you have asked if reprints of the Satellite Column are available. Until recently I have been unwilling to duplicate the Satellite Column. If you would like a copy of the entire first year of the Satellite Column covering August, 1979, through September, 1980, I am now willing to reproduce it. There will be 31 pages reproduced on 8 1/2 x 11" paper. The cost will be $5.00. I will not reproduce individual months. If you would like a reproduction of the first year's articles, send me your name and address and $5.00. Do not enclose a self-addressed stamped envelope. I will mail the

reproductions to you. Again, let me emphasize that I will not reproduce single articles only the complete year. If you would like the first year's reprints, please let me know within 30 days of receiving this newsletter. After 30 days I will no longer be offering to make reproductions of the first year of the Satellite Column.

THE CALYPSO NOW ON MARISAT

The undersea exploration vessel Calypso operated by Jacques Cousteau is now using the MARISAT satellite system for its world wide communications needs. Previously the Calypso had been equipped for operation on ATS 1 and ATS 3. The Calypso is most likely operating in the MARISAT commercial range with downlinks between 1535.00 MHz and 1542.50 MHz. (See the January, 1980, RCMA Satellite Column on MARISAT.)

THANKS (IL-056)

I would like to thank Dave Ewing (IL-056) for his contribution of information on the National Bureau of Standards time broadcasts via satellite. I will try to develop this into an article at a later date.

AF 1 USES MARISAT (GAPFILLER)

I have received reports that on overseas flights Air Force One and other VIP aircrafts are using the GAPFILLER portion of the MARISAT satellite network to back up their HF systems. I have no information on exactly what frequencies are being used or whether the messages are voice or data. I would suspect that most of the traffic would be encrypted data and the satellite downlinks would be in the 240-270 MHz range. RCMA members on the west and east coast may wish to examine this range during future overseas flights. Don't be too disappointed if you don't hear anything or if what you hear is only data. Remember clear voice traffic on military satellite channels is the exception not the rule. Also, remember that the transmissions will be narrow band FM and not AM like UHF military aircraft channels in this same range. (See the January, 1980, or July 1980, RCMA Satellite Column for possible channels.)

SATELLITE INFORMATION FROM ENGLAND

As was mentioned in previous issues of the RCMA newsletter, Mr. Geoffrey Falworth of England publishes a series of satellite newsletters available at a subscription rate of $.25 each. These publications are each two pages long and cover various topics. All of the subscriptions come out under the title of Satellite News, however, there are four subtitles each with a separate subscription. The subtitles are: 1) Space Objects Digest; 2) Military Space Digest; 3) Space Operations Review; and 4) Space Systems Digest. If you would like to sample these publications, enclose an international money order made out to Geoffrey Falworth at the rate of $.25/issue and state which issues you would like to sample. Send the money order and your address to the following location and you will receive a copy of the information you have requested and a list of publications and an order form for future purchases.

Send to: Geoffrey Falworth
Satellite News
12 Barn Croft
Penworthan
Preston PR1 OSX
England

Railroads

Ken Fitzgerald, Editor

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to:

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to: Ken Fitzgerald, 121 East Hackberry, Enid, OK 73701.

Welcome to the "Railroads" column. As I am writing this column on August first, I wish it really was September because it is 107 degrees outside today. But now down to business. Since the column on railroad mobile telephones was run earlier this year, Santa Fe has added three more PBX access sites to their system. The new locations are Wellington, Kansas and Miami, Texas which both use channel "P-5" with 160.425 as the tower output and 161.295 as the mobile input; also Tangier, Oklahoma on channel "P-4" with 160.245 as the tower output and 161.535 as the mobile input. Also, another mobile PBX will be installed within a year on top of the Arbuckle mountains at Springer, Oklahoma(Boy, that sounds familiar) on channel "P-2" with 160.260 as the tower output and 161.490 as the mobile input. I would guess that the Kansas City Southern will also be "blessed" with good reception of this PBX on their 160.260 road channel frequently. All of these PBX's function as repeaters once again, so only the tower output frequency is needed to hear both sides of a mobile phone call or a car-to-car conversation.

Still on the subject of mobile PBX's, George DuBois(OR-001) writes that the Burlington Northern has an automatic access mobile telephone link which serves the Portland, Oregon area, using 160.665 as the tower output and 161.505 as the mobile input. Now that I am living in Enid, Oklahoma, I recently discovered the Frisco railroad is using a phone patch just west of here which uses railroad radio service frequencies to access the Bell Telephone system. The mobile freight agency van is the only vehicle equipped, and serves all the small towns between Carrier and Avard, Oklahoma, while being based out of the one remaining depot at Helena, Oklahoma. The phone patch base station is located in the Helena depot, and whenever the phone in the depot rings, it is automatically patched through on the radio so that it rings in the van too. The mobile agent sets his Motorola Micor to transmit on channel 2(channel 1 being the road channel, 161.130) and presses the "*" symbol on his mobile encoder to answer the call. When the call is finished and the land-line party has hung up, he again presses the "*" symbol to transmit the proper tone to break the connection. He can also dial out by once again pressing the "*" symbol to get a dial tone, and then using the Touch-Tone encoder to dial the desired number. The base station antenna is only 90 feet up, which in this flat country gives a reliable 35 mile radius around Helena, using 160.500 as the tower output, and 160.980 as the mobile input.

From Mark Wolfgang(MA-045) Comes the following information on the radio system used by the Massachusetts Bay Transportation Authority:

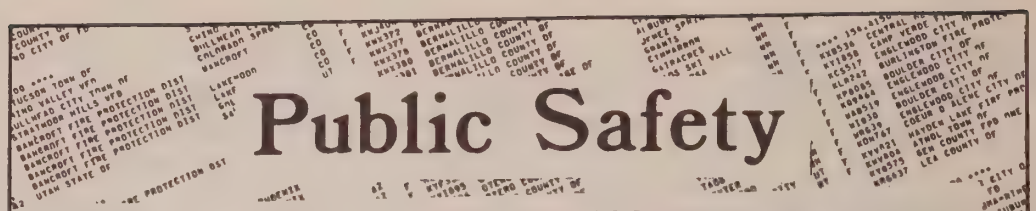
Trains:			
	BLUE LINE	470.6875	KWT 693 B/M
	GREEN LINE	470.6375	KTI 787 B/M
	ORANGE LINE	470.6125	KWI 957 B/M
	RED LINE	153.7550	KLV 383 B/M

Police:	ALL AREAS	470.6625	KNA 408	B/M
Administration:	ALL AREAS	453.9000	KJF 712	B/M
Maintenance:	REPAIRS	31.1400	KCA 753	Base
		30.9000		Mobile
	POWER	44.4600	KCA 712	B/M

That's it for this month, and please keep sending those questions and contributions. In line with last month's column on Santa Fe's train numbering scheme, I am working on lists for the Southern Pacific and Union Pacific, so stay tuned to this channel!

Power (Watts)	Kilocycles	Call Letters	Location
400	2470	KGPI	Omaha, Nebr.
100	1712	KGJX	Pasadena, Ca.
500	2470	WPDP	Philadelphia, Pa.
100	2430	KGZJ	Phoenix, Ariz.
400	1712	WPDU	Pittsburgh, Pa.
500	2442	KGPP	Portland, Ore.
50	2442	WPDH	Richmond, Ind.
200	2458	WPDR	Rochester, N.Y.
50	2442	WPES	Saginaw, Mich.
500	1712	KGPC	Saint Louis, Mo.
500	2430	WPDS	Saint Paul, Minn.
100	2470	KGPW	Salt Lake City, Utah
500	2506	KGZE	San Antonio, Texas
100	2430	KGSD	San Diego, Ca.
400	2470	KGPD	San Francisco, Ca.
50	2470	KGPM	San Jose, Ca.
250	2414	KGPA	Seattle, Wash.
100	1574	KGPY	Shreveport, La.
100	2470	KGPK	Sioux City, Iowa
100	1712	WPEH	Somerville, Mass.
400	2458	WPEA	Syracuse, N.Y.
200	2470	WRDQ	Toledo, Ohio
50	2430	WPFF	Toms River, N.J.
50	2422	KGZC	Topeka, Kansas
150	2414	WPDA	Tulare, Ca.
100	2450	KGPO	Tulsa, Okla.
7.5	2422	KGPG	Vallejo, Ca.
400	2422	WPDW	Washington, D.C.
300	257	WMB	West Reading, Pa.
250	2450	KGPZ	Wichita, Kansas
50	1712	KGZI	Wichita Falls, Texas
50	2470	WPEM	Woonsocket, R.I.
300	257	WDX	Wyoming, Pa.
150	2458	WPDG	Youngstown, Ohio

There are ninety-four municipal and state police radio stations throughout the country, all of which operate on short wave lengths, with the exception of WBR, Butler, Pennsylvania; WJL, Greensburg, Pennsylvania; WBA, Harrisburg, Pennsylvania, WPY (Harbor Police), New York, N.Y.; and WDX, Wyoming, Pennsylvania.



Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia and West Virginia to: Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Greetings! I know your all wondering what happened last month, and frankly I don't have any idea what the problem was either. For each of the previous articles I ever sent in to California, I had always mailed this column "Special Delivery." I had some free time and finished last month's article early and sent it in to Bryan Hunnell with the regular "First Class" postage. I can only surmise that it was lost somewhere in the mail, so from now on I shall always send these columns "Special Delivery." Chuck tells me that other columns for last month's issue were also not received.

A few other notes: There has been much controversy over the Georgia Bureau of Investigation frequencies. I hope to clear up any problems with that in this and the next issue. The Western Massachusetts Primary Police Frequency Map is of my own making, and will be incorporated into a frequency book I am currently working on for all of New England. This is also true for the Metropolitan District Commission network information in this column. A couple of problems I encounter in writing this column stem innocently from the new club members. Often times new members write that they hardly ever see data concerning their particular regions listed in the column. Well, it so happens that much has been written about those areas, but the information is in back-issues not received by these new members. I would just like everyone to keep that in mind, for if I did print the letters from the new members much of this column would be very redundant. I often must extract only bits and pieces of information from letters from new members, information which I believe has not yet been seen in the column. Remember also that I have a somewhat limited amount of space and I can't get around to every state each issue. Information on your state might not appear for quite a long time, and this is a result of either a lack of data sent in to me, or because a few months prior I devoted an entire column to your state. I do have to admit though that if you just send in little scraps of interesting data, I then must wait until a good-looking full page -or more- article is mailed-in concerning the same region before I amass and then include all those "little scraps." I hate to ramble on like this, but I feel it's necessary to inform all my readers of how I go about compiling your information. It is not as easy as you think, believe me. It is impossible to keep everyone happy. Finally, I know what your saying -why must I ramble on if I do have somewhat limited space. Well, I assure you I don't allow my openings to take away from the rest of the column. In the future I shall try to be reticent.

GEORGIA

From Andy (GA-015)

GEORGIA BUREAU OF INVESTIGATION

Statewide, Channel 1 Base 154.680/ mobiles 154.800
Channel 2 Car to Car 154.680
Stateband, Channel 3 Base 154.905/ mobiles 154.935
Channel 4 Car to Car 154.905
Channel 5 Post to Post 154.935

"M.R.D. Band" 155.37 Intersystem

"Lo-Band" 42.02 Base & Mobiles (used for Post to Post and Game and Fish units to GSP Bases)

Georgia Bureau of Investigation (car to car) 155.505 & 154.815

For GBI units to talk with bases, they use either Statewide Channel 1 or Stateband Ch. 3.
Future Use: 155.190 repeater (155.910 input)

Alcohol and Beverage Control: 42.180 / Statewide Civil Defense: 45.560

Georgia State Patrol Posts:

Post #	City	Call Sign	Post #	City	Call Sign
Post 1	Griffin	KIB591	Post 26	Thomaston	KBP885
Post 2	La Grange	KIB589	Post 27	Blue Ridge	KIB588
Post 3	Cartersville	KIB587	Post 28	Canton	KBP645
Post 4	Villa Rica	KIB590	Post 29	Cedartown	KIB603
Post 5	Dalton	KIB602	Post 30	Cordele	KIB601 & KIB604
Post 6	Gainsville	KIB436	Post 31	Valdosta	KIB242
Post 7	Toccoa	KIB600	Post 32	Athens	KIB568
Post 8	Madison	KIB599	Post 33	Milledgeville	KSI979
Post 9	Marietta	WXK538	Post 34	Manchester	KIG575
Post 10	Americus	KIB592	Post 35	Jekyll Island ***	
Post 11	Hinesville	KIB596	Post 36	Douglas	KDV659
Post 12	Thomasville	KIB605	Post 37	Lawrenceville	KFG428
Post 13	Tifton	KIB594	Post 38	Rome	KBP644
Post 14	Donalsonville	KIB593	Post 39	Cuthbert	KGL537
Post 15	Perry	KIB598	Post 40	Albany	KIB672
Post 16	Helena	KIB612	Post 41	Lafayette	KIB836
Post 17	Washington	KIB674	Post 42	Savannah	KLG599
Post 18	Riedsville	KIB673	Post 43	Calhoun	KRL340
Post 19	Swainsboro	KIB610	Post 44	Forsyth	KRP683
Post 20	Dublin	KIB609	Post 45	Statesboro	KRZ241
Post 21	Sylvania	KIB597	Post 46	Conyers	WXP675
Post 22	Waycross	KIB595	Post 47	Forest Park	WXB837
Post 23	Brunswick	KIB611			
Post 24	Newman	KIB608	G.B.I. Atlanta KIL329		
Post 25	Thomson	KIB607			

Atlanta is a division of Post 9.. 46, 47 call is KIB671. ***Post 35 Jekyll Island uses 45.940MHz, call KIR360

Other Notes: When a G.B.I. Base transmitts, they use the same call letters as the Post from which they transmit. An exception is Atlanta, where the G.B.I. base is "2002", call KLI329. All 4000 series units are G.B.I. All units with the numeral "0" as a prefix are post or troop commanders.

A good portion of G.S.P and G.B.I. units also have VHF mobile phones.

MAINE

Statewide Police Radio Codes:

10-1	Unable to Copy, Receiving Poorly
10-2	Receiving Well, Signal Good
10-3	"Go Ahead"
10-4	Acknowledgement
10-5	Relay
10-6	Busy-Standby Unless Urgent
10-7	Out of Service
10-8	In Service
10-9	Repeat
10-10	Out of Service at____
10-11	Dispatching to Fast
10-12	Stand-by at Your Location
10-13	Weather & Road Condition
10-14	Escort

10-15 Have Subject in Vehicle
10-16 (no listing)
10-17 Meet Complainant at____
10-18 Complete Assignment ASAP
10-19 Return to____
10-20 Your Location
10-21 Call by Telephone
10-22 Give Phone # Where You Can be Called
10-23 Standby
10-24 Records Indicate Stolen
10-25 Pedestrian Check
10-26 Detaining Subject
10-27 Driver License Information
10-28 Vehicle Registration Information
10-29 Check Records for Wanted
10-30 Illegal Use of Radio
10-31 Crime in Progress (type)
10-32 Person with Weapon (type)
10-33 Chase in Progress
10-34 General Broadcast (alert)
10-35 (no listing)
10-36 Correct Time
10-37 Dispatcher on Duty
10-38 Stopping Vehicle
10-39 Investigate Suspicious Vehicle
10-40 Permission to Leave Area
10-41 Report of Prowler
10-42 Dog Case
10-43 Intoxicated Pedestrian
10-44 Possible Mental Subject
10-45 Domestic Trouble
10-46 Prisoner in Custody
10-47 Medical Examiner Needed
10-48 Unattended Death
10-49 Possible Homicide
10-50 Cruiser Involved in Accident
10-51 Debris in Road
10-52 Improperly Parked Vehicle
10-53 Possible OUI
10-54 Drag Racing
10-55 Automobile Accident (PI,PD,F)
10-56 Wrecker Needed
10-57 Ambulance Needed
10-58 Direct Traffic
10-59 Assist Motorist
10-60 Lost Hunter
10-61 Hunting Accident
10-62 Drowning Accident
10-63 Night Hunting
10-64 Dog-Deer Complaint
10-65 Boating Accident
10-66 Snowmobile Accident
10-67 (no listing)
10-68 (no listing)
10-69 (no listing)
10-70 Civil Disturbance
10-71 Bomb Threat
10-72 Fire Alarm
10-73 Trouble at Station
10-74 Officer Needs Assistance (Emergency)
10-75 Emergency Air Clearance-Radio Silence
10-76 Jail Break
10-77 Road Block
10-78 Bank Alarm
10-79 Plane Crash
10-80 Home or Business Alarm
10-81 Report of Smoke
10-82 Persons Fighting
10-83 Traffic Violation
10-84 (no listing)
10-85 Will Be Late
10-86 (no listing)
10-87 (no listing)
10-88 (no listing)
10-89 Too Much Air Time
10-90 Unable to Give Information by Air
10-91 Call Home, No Emergency
10-92 Out of Service on Assignment
10-93 Open Garage Door #____
10-94 Close Garage Door #____

SIGNAL 1000 = Keep All Traffic to a Minimum Unless Emergency.

From Richard (ME-007)

CODE 7 on State Police = Off at Home

MASSACHUSETTS From Richard (MA-004)

METROPOLITAN DISTRICT COMMISSION POLICE RADIO (MDC):

Editors Note: At the time of printing the MDC continued the use of their 39.58MHz frequency. The MDC does have F.C.C. allocated frequencies for the BAPERN network though, and plans are in the work to switch over to the new radio system. The frequencies 471.2125, 471.2375, 471.2625 and 471.2875 are the scheduled channels.

Metropolitan Police Radio Codes:

Code 1 Officer in Trouble	Code 9 Request for Tow Truck	Code 17 Blood Run
Code 2 Felony	Code 10 Request for Ambulance	Code 18 Requesting Photographer
Code 3 Major Disturbance	Code 11 Suicide	Code 19 Requesting K-9 Units
Code 4 Minor Disturbance	Code 12 Drowning	Code 20 Requesting Detective
Code 5 Wagon Requested	Code 13 Burglar Alarm	Code 21 Requesting Scuba Team
Code 6 Injured Person	Code 14 Fire	Code 22 Report on Stolen Car
Code 7 Vehicle Accident	Code 15 Investigate	Code 23 Requesting Location
Code 8 Disabled M.V.	Code 16 Escort	Code 24 Report to Station
		Code 25 Call the Station

EXAMPLES OF CAR DESIGNATIONS:

Headquarters:	All	Units	Having	"1"	as	First	Number	in	Three	Digit	Car	Designation.
Revere District:	"	"	"	"2"	"	"	"	"	"	"	"	"
Fells District:	"	"	"	"3"	"	"	"	"	"	"	"	"
Basin District:	"	"	"	"4"	"	"	"	"	"	"	"	"
Upper District:	"	"	"	"5"	"	"	"	"	"	"	"	"
Old Colony Dist:	"	"	"	"6"	"	"	"	"	"	"	"	"
Blue Hills Dist:	"	"	"	"7"	"	"	"	"	"	"	"	"
Nantasket:	"	"	"	"8"	"	"	"	"	"	"	"	"
Quabbin Division:	"	"	"	"9"	"	"	"	"	"	"	"	"

For Second & Third Digits: 1-9 = Sector Cars; 10 = Wagons; 15 = Sargeants
21-29 = Cycles; 41-49 = Boats; 30 = Captain of District

General Examples: Car 203 = a sector car in the Revere District; 410 = a Basin Dist. Wago

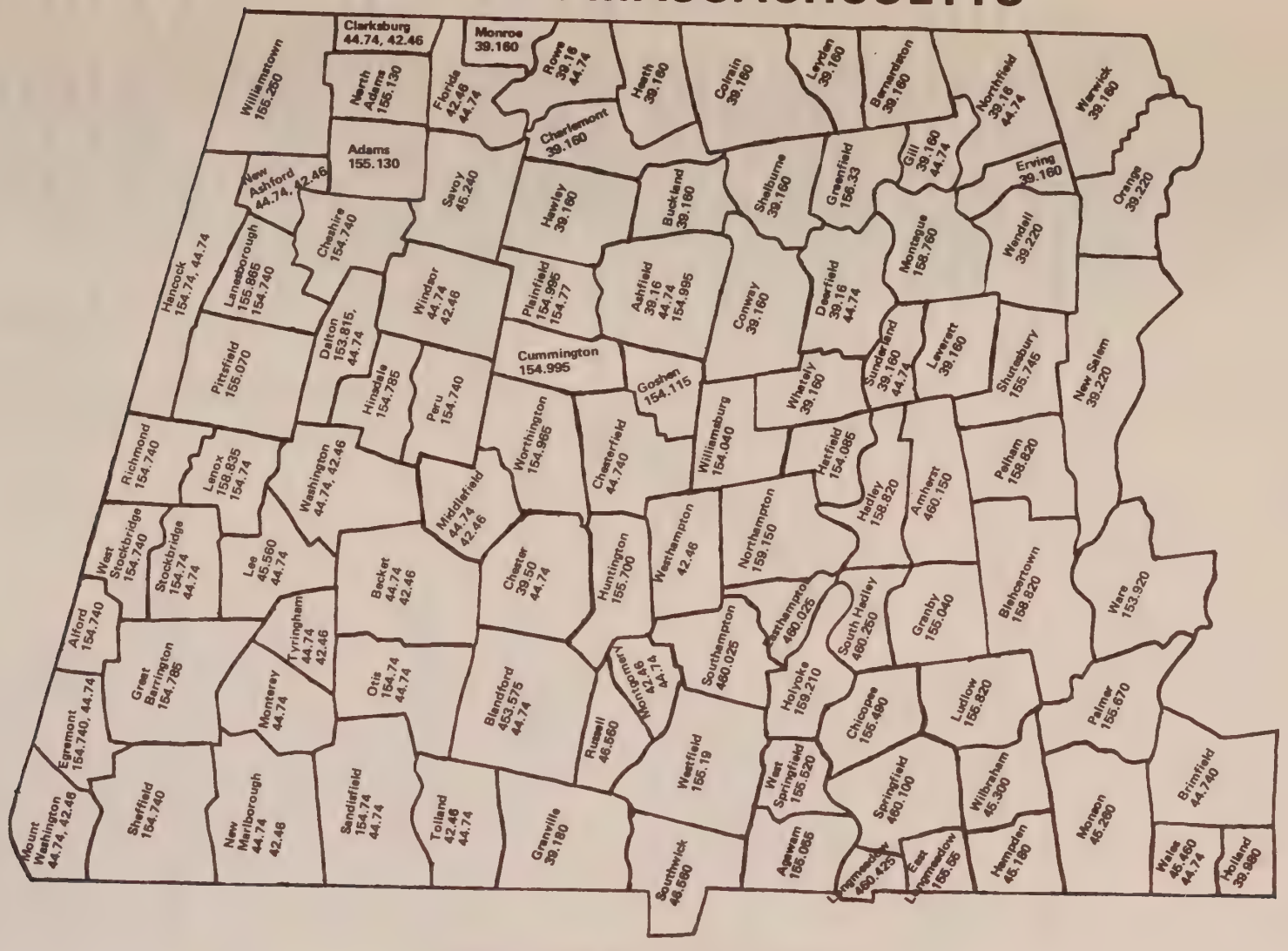
TOPS cars = Traffic Area Patrol Squad - These have _17 and _18 designations/ 17-1 Skin Div.
AX1 = WHDH Skyway Patrol (AX2 = WBZ helicopter; AX3 = WEEI helicopter)

MASSACHUSETTS REGISTRY OF MOTOR VEHICLES RADIO CODES:

Code 1 Emergency	Code 11 Drivers License Info.	Code 18 Send Ambulance
Code 2 Phone Office	Code 12 Any Message?	Code 19 Advise Telephoner
Code 3 Phone Person	Code 13 Test Call	Code 20 Urgent Message
Code 4 Cruiser Out of Service	Code 14 Relieved	Code 21 Send Tow
Code 5 Cruiser Now in Service	Code 15 Assisting Motorist	Code 22 Send Fire Apparatus
Code 6 Location	Code 15-5: Assist Rendered	Code 23 Rendevouz
Code 7 Return to Office	Code 16 Investigate	Code 24 Meal Break
Code 8 Stopping Suspicious Car	Code 16-4: Investigation	Code 25 Warrant Check
Code 9 Car Registration, VIN -	Code 16-5: Invest. over	Code 26 Send Supervisor
Code 10 Stolen Redord Check	Code 17 Send Ambulance	Code 27 -----
		Code 28 Photographer
A.I.T = Accident Investigation Team (280-282)		Code 29 Assistance Requested
9-Lima = Car Computer Check Down		Code 30 Officer in Trouble
11-Lima = Person Computer Check Down		
11-Romeo = Person not on File		
9-Romeo = Car not on File		

Car 17-1 = Medical Examiner/ 550-551 B.C.I. Photo/
R2 = Mid Cape/ R7 = Lower Cape/

WESTERN MASSACHUSETTS



PRIMARY COMMUNITY POLICE FREQUENCIES

OHIO

From Richard (OH-035)

HOSPITAL EMERGENCY RADIO COMMUNICATIONS SYSTEM

CHANNEL 4.	SECONDARY DISASTER	155.400 MHZ
3.	SECONDARY EMERGENCY	155.280 MHZ
2.	PRIMARY DISASTER	155.220 MHZ
1.	PRIMARY EMERGENCY	155.340 MHZ

Encode	Call Sign	Agency	Telephone	Contact Person	Channels 1	2	3	4
100	15 SECONDS	**FRANKLIN COUNTY** ALL CALL	274-4642	Coordinator				
**101	KOM 630	MOHPF (Net Control)		Grant Drennen	X	X	X	X
102	KKO 43	CHILDREN'S HOSPITAL	461-2500	Greg Spieth 461-2327	X	X		
103	KZE 49	DOCTORS NORTH	421-4074	Fred Dye	X	X		
104	WAV 44	DOCTORS WEST	421-4627	Fred Dye	X	X		
105		GRANT HOSPITAL	461-3232	Frank Wallenfelz				
106		GRANT-OTTERBEIN	890-3203	Frank Wallenfelz	X	X	X	
107		HARDING HOSPITAL	885-5381	William Straight	X	X	X	
108		MERCY HOSPITAL	443-0131	Charles Easter-day	X	X	X	
109	WOL 75	MT. CARMEL EAST	868-6000	Sue West	X	X		
110	KZJ 70	MT. CARMEL MED. CENTER	225-5000	Gary Isaacs	X	X	X	
111	KZJ 72	RIVERSIDE METHODIST HOSPITAL	261-5000	Bob Graves	X	X		
112	KLR 352	ST. ANN'S HOSPITAL	251-4000	Diana Craig	X	X		
113	KZF 56	ST. ANTHONY HOSPITAL	253-8877	Bob Holzbacher	X	X		
114	KZJ 71	UNIVERSITY HOSPITALS	422-4851	Walt Alderman 422-8668	X	X	X	
*** 115	KXC 831	FRANKLIN COUNTY DSA (Net Control)	445-8233	Jack Moore	X	X	X	
116	KL7 746	CITY OF COLUMBUS	222-8210			X		
117		MEDICAL BUREAU	261-1416					
118	KUP 225	RED CROSS OF CENTRAL OHIO	253-7981	Bill Lockhart		X		

** MOHPF = Mid Ohio Health Planning Federation

*** DSA = Disaster Services Agency

---Only Franklin County Hospitals are using ENCODE.--- All hospitals are now licensed for all four channels, but do not have all four crystals. Most have 155.280, 155.34.

CHANNEL 4.	SECONDARY DISASTER	155.400 MHZ
3.	SECONDARY EMERGENCY	155.280MHZ
2.	PRIMARY DISASTER	155.220 MHZ
1.	PRIMARY EMERGENCY	155.340 MHZ

Encode	Call Sign	Agency	Telephone	Contact Person	Channels 1	2	3	4
DELAWARE COUNTY								
200	WXT-789	Sheriff Dispatcher	548-7313	Sheriff			X	
201		Grady Memorial Hospital	369-8711					
FAIRFIELD COUNTY								
220		Dispatcher						
221		Lancaster-Fairfield Hospital	687-3000			X		
FAYETTE COUNTY								
240	KKD-529	Fayette County Life Squad Dispatcher	335-6000		X		X	
241	KKD-528	Fayette County Memorial Hospital	335-1210		X		X	
KNOX COUNTY								
260		Dispatcher						
261	KTG-570	Knox Community Hospital	397-5311					
LICKING COUNTY								
280		Dispatcher						
281	KXV-318	Licking Memorial Hospital	344-0331		X		X	
MADISON COUNTY								
300		Dispatcher						
301	KZR-694	Madison County Hospital 221-8297	852-1372		X	X	X	
MARION COUNTY								
320		Dispatcher						
321	KSQ-387	Community Medcenter Hospital	383-6301					
322	KSQ-387	Marion General Hospital	387-8810					
MORROW COUNTY								
340		Dispatcher						
341	KUY-486	Morrow County Hospital	946-5015					
PICKAWAY COUNTY								
360		Dispatcher						
361		Berger Hospital	474-2126					
PIKE COUNTY								
380		Dispatcher						
381	KVZ-665	Pike County Hospital	947-2186		X			
ROSS COUNTY								
400		Dispatcher						
401	KEC-888	Ross Medical Center	774-3311		X	X	X	
SCIOTO COUNTY								
420		Dispatcher						
421	KXM-712	Portsmouth Mercy Hospital	353-2131		X			
422	KXM-712	Scioto Memorial Hospital	354-7581		X			
423		Southern Hills Hospital	354-8651					
UNION COUNTY								
440		Dispatcher						
441	KBK-562	Union County Memorial Hospital	1-513-644-6115		X	X	X	
WYANDOT COUNTY								
460		Dispatcher						
461		Wyandot Memorial Hospital	1-419-294-1941					

These municipalities are dispatched by the Southwest District:

Gardner	1600 series	Stillwell	143	Midnight to 8 AM
Springhill	1700 series	Stillwell	243	8AM to 4PM
Parks & Recreation	2800 series	Stillwell	343	4 PM to Midnight

The Sheriff's Office, transmitter, and antenna sites are in Olathe, Kansas, with a complete backup system at both Lamar and Mission. Johnson County Detectives utilize 158.970 for their car to car communications. No repeaters are used in the system.
Fire: F1 154.250 (main), F2 154.205, F3 154.070, Rescue: 453.750
Olathe simulcasts broadcasts on 154.25 and 453.750.
Civil Defense 155.760 County Engineers 37.980
Both of the above are tested at 11:00 AM daily.
Thanks, Andy, for this comprehensive listing!

ARKANSAS

Here are some frequencies from JEFF (AR-00?) and JOHN (AR-004); Jeff monitors on a Pro 2001 and a Regency ACT R 106.

State of Arkansas:

State Patrol, Dist. A, Central Arkansas, Little Rock	44.620
State Patrol, Dist. E, Southern Arkansas,	44.660
State Patrol, Dist. K, Hot Springs	44.740, 44.620
State Patrol, Dist. J, Northern Arkansas, Clarksville	44.740
State Patrol, "T4", Mobile to Base	44.780

Game & Fish Enforcement	151.175	Office of Emer. Serv. Rptr.	153.785
Wildlife Management	159.330	State PD Hot Springs Rptr.	159.090
State PD Hector Rptr.	158.730	State PD Redfield Rptr.	158.790

County Sheriffs:
Most Arkansas County Sheriffs appear in the 37 Mhz. range.

Intercounty Base to Base	37.200	Intercounty Base to Mobile	37.240
Grant County	37.280	Chicot County	37.040
Jefferson County	37.060	Drew County	37.080
Desha County	37.120	Arkansas County	37.160
Bradley County	37.360	Lincoln County	37.400
Garland County	154.845	Pulaski County	159.210

Municipal Departments:

Jacksonville PD	155.130	Hot Springs PD	155.415
Pine Bluff PD	155.430	Bryant PD	155.565
Benton PD	155.580		

Fire and EMS:

North Little Rock FD	154.250	EMS Mobile	155.235
EMS Base	155.265	EMS Repeater	155.340

North Little Rock PD:

F1 159.150	F2	158.850	Administrative 155.745

Little Rock:

Police, F1	155.610	Police, F2	156.210
Police, F3 (Fire Dept.)	154.190	Police, F4 (Local Gov't)	154.385
Police, F5 (seems unusual)	152.240	Police, F6	158.700

2 Meter Amateur:

Hot Springs	146.520	Hot Springs	146.550
Hot Springs	147.185	Hot Springs	147.165
Mena	146.790	Hot Springs	146.880
Booneville	147.090	Malvern	147.360
Little Rock	147.990		

Miscellaneous:

Arkansas Power & Light	37.540

Many thanks to John and Jeff for their Arkansas listings. Any of you have any additions or comments? Send them in.

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alabama, Arkansas, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee and Texas to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

Send material and questions for Illinois, Indiana and Wisconsin to: John Arendt, 327 Boulder Hill Pass, Oswego, IL 60543.

Greetings friends! Well, summer is beginning to wind down, you or your children may be going back to school, and as vacations and seasonal activities die down, indoor activities are on the rise and with that we know more monitoring will be high on your list. Don't forget that if your local school district uses school buses to transport students, and if these buses have radio, you can listen to their activities on your monitor. The big story is that I finally have purchased a programmable monitor, a Bearcat 210. This is really quite a unique radio for one who has rarely had the opportunities a programmable provides. It should give me more opportunity to listen to things I have never had a chance to hear, and should give me more insight to my local contributions to this column. But I am getting so much mail with items for newsletter publication, I haven't had too much room for my material. Many thanks to all who have written, and please be patient. So on to the fine material for this month...

PS Central Chapter Summary

Forming a local RCMA chapter? send the details. We'll print it.

The Ohio Valley Chapter- If you live in Southern Indiana, Northern and Western Kentucky, and Southeastern Illinois, contact Dave Nugent (IN-002), 2542 Birk Ave., Jasper, IN. 47546; or call Dave at 812-482-2352. C'mon folks, give Dave a hand!

The Chicago Area Chapter- If you live in Northern Illinois, Northwestern Indiana, Eastern Iowa, Southern Wisconsin, or Southern Michigan, or for that matter, within 200 miles of Chicago, contact Ed Sirovy (IL-004), 311 S. Williams St., Westmont, IL. 60559. Thanks to Ed's dedicated efforts, this chapter is forming nicely.

The St. Louis Area Chapter- If you live in the Metropolitan St. Louis area or any of the counties surrounding in Missouri or Illinois contact me, Mike Redman, P.O. Box 1177, St. Charles, MO. 63301, or call 314-946-4331. Our chapter is also coming along quite well.

KANSAS

From ANDY (KS-00?) comes this information on the Johnson County Sheriff's Department:

The Johnson County Sheriff's Department is divided into two districts Northeast and Southwest. First we'll discuss the Northeast District:
Base and Car to Car: 158.730, Car to Base: 159.150
These municipalities are dispatched by the Northeast District:

Leawood	2100 series	Mission	2400 series
Merriam	2200 series	Roeland Park	2500 series
Fairway	2300 series	Westwood	2600 series

Leawood also uses 453.950 and 453.275 for local communications.
On to the Southwest District:
Base and Car to Car: 158.775, Car to Base: 159.030

TEXAS

From MARVIN (TX-002) comes this list from Southeast Texas:

FD	Port Arthur	Dispatch(F1)	KKA642	B/MR	154.190
FD	Port Arthur	Mutual Aid(F2)	KIG889	B/M	154.280
PD	Port Arthur	Intercity	KKA938	B	155.370
PD	Port Arthur	Dispatch (Ch4)	KUY506	B/MR	460.025
PD	Port Arthur	Aux. (Ch5)	KUY506	B/MR	460.150
PD	Port Arthur	Traffic Cont. Intercity (Ch2)	KUY506	B/MR	460.350
FD	Beaumont	Dispatch(Ch1)	KKC989	B/MR	154.400
FD	Beaumont	Mutual Aid(Ch2)	KKC989	B/M	154.280
PD	Beaumont	Intercity	KUY500	B	155.370
PD	Beaumont	Dispatch(Ch4)	KUY501	B/MR	460.075
PD	Beaumont	Info.(Ch5)	KUY501	B/MR	460.175
PD	Beaumont	Traffic Cont. (Ch2)	KUY501	B/MR	460.350
SD	Jefferson Co	Dispatch(Ch4)	KUY498	B/MR	460.500
SD	Jefferson Co	Aux.(Ch.1)	KUY498	B/MR	460.275
SD	Jefferson Co	Car To Car(Ch3)	KUY498	B/M	460.225
CD	Jefferson Co	Civil Defense	KQT891	B/M	155.265
DPS	Texas	Statewide Disp		B	155.460
DPS	Texas	Statewide Mobile		M	154.680
DPS	Texas	Statewide		MR	159.210
SP	Texas	Game Warden	WJZ47	MR	159.270(In 151.265)
SP	Texas	Game Warden		B/M	151.415
AMB	Jefferson Co	Hospital Net		B/M	155.340
AMB	Port Arthur	Holmes Ambulance	KF0642	B/M	155.175
AMB	Nederland	Davis Ambulance	KKX959	B/M	47.620
AMB	Groves	Jefferson Amb.	KIB963	B/M	157.500
AMB	Beaumont	Paramedics	WXP564	B/M	155.220
AMB	Beaumont	Crawfords Amb.	KZM731	B/M	155.205

Many thanks Marvin! DAVID (TX-032) has prepared an exhaustive list by county on numerous counties in Texas. These will be presented in installment fashion. Briefly, here are the basic county frequencies and a map of their areas. Details will follow in the months ahead.

TEXAS
PRIMARY FREQUENCIES FOR SHERIFF'S DEPARTMENTS:

REGION 12: CAPITOL AREA PLANNING COUNCIL (CAPCO)

154.115	BASTROP COUNTY		
154.755	BLANCO COUNTY		
154.785	BURNET COUNTY		
154.815	CALDWELL COUNTY		
155.740	FAYETTE COUNTY		
155.865	HAYS COUNTY		
154.755	LEE COUNTY		
154.815	LLANO COUNTY		
154.085	TRAVIS COUNTY	F-1	MAIN
153.935	TRAVIS COUNTY	F-2	CAR/CAR
154.845	TRAVIS COUNTY	F-3	COUNSTABLES
154.860	WILLIAMSON COUNTY		

REGION 12 (CAPCO) CAPITOL AREA PLANNING COUNCIL

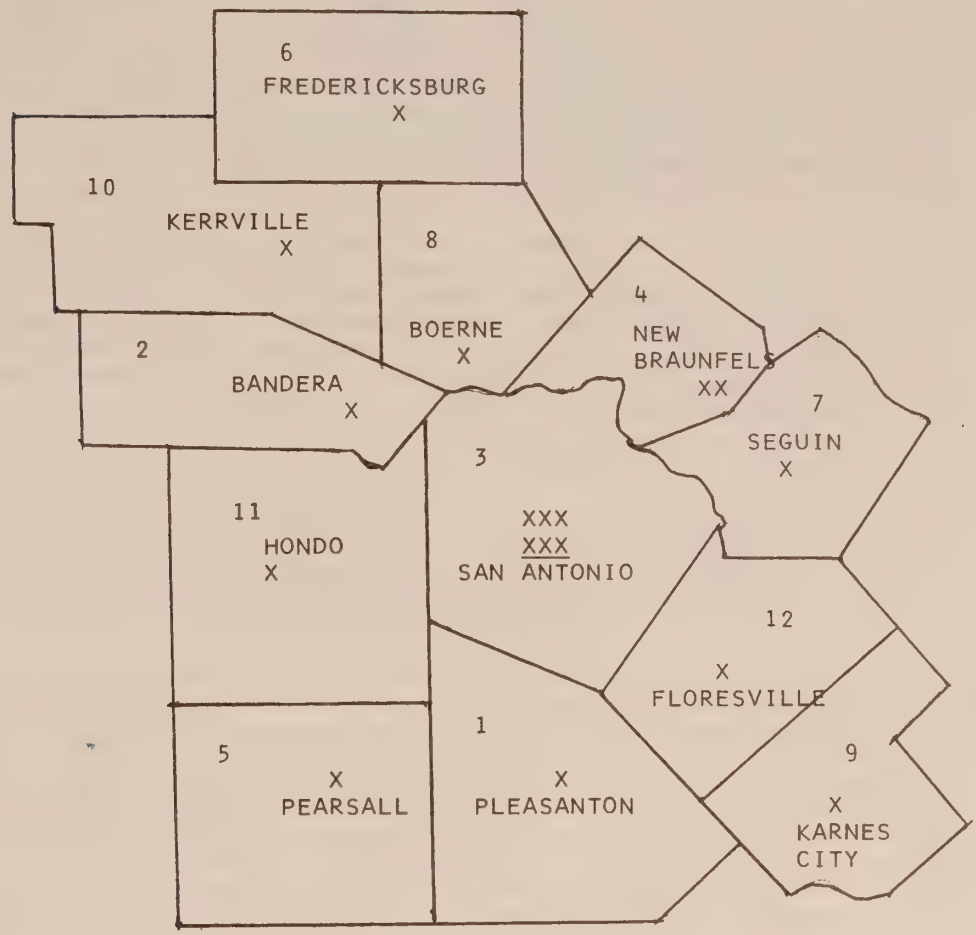
REGION 18: ALAMO AREA COUNCIL OF GOVERNMENTS (AACOG)

155.730	ATASCOSA COUNTY	
155.610	BANDERA COUNTY	
155.790	BEXAR COUNTY	F-1 MAIN
155.985	BEXAR COUNTY	F-2
155.295	BEXAR COUNTY	F-3
155.595	COMAL COUNTY	
155.685	FRIO COUNTY	
155.730	GILLESPIE COUNTY	
154.785	GUADALUPE COUNTY	
155.655	KENDALL COUNTY	
154.875	KARNES COUNTY	
155.550	KERR COUNTY	
155.640	MEDINA COUNTY	
155.550	WILSON COUNTY	

TENNESSEE

I have received several lists for Tennessee, and these will be coming next month!

REGION 18 (AACOG) ALAMO AREA COUNCIL OF GOVERNMENTS



Here is the second installment of Ken (TX-003)'s exhaustive article on the Texas State Patrol. This month, Ken examines the Texas Inter-City Network.

There is an inter-agency communications network in all Sheriff Offices, municipal Police Dept, DPS bases and vehicles, and in all other law enforcement vehicles, including federal agencies, and in all hand held portables in the state for inter-agency communication as needed for co-ordination. In effect it is a mutual aid system but it is not called that. On the air it is called "intercity"
The Texas Inter-city network is:

155.370-- Statewide "intercity" bases
154.950-- Statewide "intercity" mobiles. Also used car to car.

The intercity system is common to all law enforcement operations plus a few EMS (ambulances) units in the rural areas. Mostly all inter-agency contacts are conducted on these frequencies. It is a bit difficult to describe the system on paper. It is easier than the following explanation may indicate. To make it easier to comprehend, just remember, the 155.370 frequency has only bases and 154.950 has only mobiles. A cross-talk between the frequencies are used for base/mobile communication. Base to base contact are conducted on 155.370 in a single frequency simplex fashion. Mobile to mobile contact are conducted on 154.950 in a single frequency simplex fashion. (Unlike the

way the DPS mobile units can contact each other on the base frequency, the Texas intercity net has the mobile sets wired so as to change the mobile's receiver frequency rather than the transmitter frequency for car to car.) So remember, for base to base use, only 155.370 is involved, for mobile to mobile use, only 154.950 is involved, for base/mobile use, a cross-talk between the two frequencies is used. Base station receivers on 155.370 are "touch tone" squelched. By "touch tone" squelched, I mean the base receiver is so wired that its squelch will not open up for reception unless a specific "touch tone" code is "dialed up" by the station calling and has been received by the station receiver being called in order to establish radio contact. The base station receivers on 155.370 are the only receivers on the intercity system so encoded. The tones are used only to establish base to base contact. The # tone is an emergency all station alert used for bulletins and weather alerts. There is a manual override of the receiver decoder so an operator can monitor the frequency, if it is so desired. In some localities it seems to be a policy to do so often but the policy varies widely. The purpose of the decoder/encoder are for a semi-automatic operation--leaving the radio operator free to do things other than closely monitor 155.370, which is at times very congested. Only when certain indicators lamps and alert tones go on do they need to pay closer attention to the frequency.

In many, if not all, rural areas, the SO and PD vehicles' intercity frequencies are channeled the same way as the DPS vehicles for reasons of simplicity. Thus ch. 3 will be the same for all concerned. In counties where the SO have more than three channels for their own dispatching purposes, the intercity frequencies are usually not channel 3 and 4 but are in some other position. In very large metropolitan areas, the metro PD have only certain supervisory personnel's vehicles equipped with intercity frequencies.

DPS vehicles have some type of constant monitoring capability of the intercity frequencies at all times. It is my understanding that this monitoring ability is an integral part of the radio transceiver itself rather than being a separate scanner or monitor. In addition to their primary frequency and the intercity frequencies, certain DPS vehicles also have their resident county SO repeater frequency installed in their transceivers and operate on it. This being their ch. 5, as pointed out earlier but the county SO repeater is called ch. 1 no matter what. At least this is the case in rural areas. As far as the situation in metro area counties, it is unknown. In the rural areas, the county SO, in operating practice from day to day, is the main dispatch for the DPS units.

Many thanks, Ken, and next month, Ken will examine the County Sheriff System and other State Agencies. And now we'll move north from Texas to Illinois, Indiana, and Wisconsin, and John...

Greetings from the "Land of Lincoln". With vacations occurring, the "mailbag" has been a bit on the light side. I myself have done some travelling - visiting fellow club members in MO and also in southern Il. I've also had the chance to meet fellow club members from MN, WI, IA, and various parts of Il. It's always a pleasure to meet and greet fellow members from other parts of the state and/or nation. I'll dwell on that subject in the next paragraph.

CHICAGO AREA RCMA MEETINGS The first open membership meeting was held on June 21 at Nancini's on St. Charles Rd. (near the junctions of I-290 and I-294) in Berkeley, Il. (a near western Chicago suburb). Twenty+ members and guests from IL and WI were present. A variety of items were discussed. The meeting was convened around 1330 and ran to approximately 1700 when a dinner break occurred. After the break, informal sessions lasted until around 1900. Although no attempt was made to create a formal chapter as such, future meetings were to be scheduled to determine membership interest. The next meeting is scheduled for Sept. 27 at 1300 - also at Nancini's. Doors open at 1300 - meeting to start around 1330 - any RCMA members, family, and guests are most welcome to attend. (We were fortunate enough to find a location where the management cooperated - much less being able to return at a later date.) Members from out of the immediate Chicago area desiring to attend are pleased urged to

contact this editor for details, etc. We need the support of all members - Chicago Area or otherwise - to try and make this chapter go. Let's hope for a good turnout come Sept. 27th.

Now that I've rambled on, down to the business at hand.

ILLINOIS STATE POLICE. The Wadsworth Scale (#1S) - previously destroyed by fire in late April - has been rebuilt and is back in regular service.

CHICAGO FD CHANGES. Major organizational changes took place on April 11. Although no radio changes occurred, districts and some battalions were reorganized. This info courtesy of Mike (IL-014).

BARRINGTON, IL. AREA P.D. RADIO. Villages of Barrington, Barrington Hills, Inverness, N. Barrington, & S. Barrington will be covered by the new network - utilizing a mobile repeater on 470.8125. Cutover date was on June 27th. (Previous freqs. utilized included 154.965 - Barrington LG and the Lake County SD repeaters operating on 156.210, 155.655, and 155.700). Portable radios are being utilized - allowing constant communications while away from the car. Call signs presently assigned include: KL9732 - Barrington Hills, KL9783 - S. Barrington, and KWB583 - Barrington. Thanks to Ron (IL-006) for a most informative article. (Editor's note: This is the second contribution about Lake County municipal PD's moving away from the sheriff's network).

MERCER COUNTY, IL. S.D. RADIO. William (IL-007) sent in an article describing the new radio system recently placed into service. Portable radios and a mobile repeater are being employed. The output freq. is 155.625 - thanks to the "Iowa Mikes" (IA-007 & IA-011).. The old 39 MHZ low band freqs. will probably be retained on a standby basis.

PEORIA COUNTY, IL. S.D. RADIO. Tom (IL-030) has sent in complete details of new VHF & UHF radio coverage to be implemented around the end of July.

A. VHF high band (8 channel radios to be used):
F1 158.730 Base & Mobile
F2 158.790 Base & Mobile
F3 158.790 Rptr. Out (154.770 in) optional
F4 155.055 Base & Mobile
F5 155.055 Base 154.710 Mobile
F6-F8 (wired as F1)

B. UHF band (4 channel portable radios to be used):
F1 460.050 Rptr. Out (465.050 in) Peoria PD "Prep I"
F2 460.250 Rptr. Out (465.250 in) Peoria PD "Prep II"
F3 460.325 Rptr. Out (465.325 in) Peoria PD "Prep III"
F4 460.275 Rptr. Out (465.275 in) Mobile extenders - future expansion as Administration & Command Freq.

The old mobile extender freq. of 154.950 will be discontinued.

Bob Peterson (WI-001) and Larry Ohl (MN-011) while out on a "field trip" down to visit this editor - spent a short time in the Rockford, IL area and came up with some interesting observations:

ROCKFORD-WINNEBAGO POLICE COMMUNICATIONS SYSTEM. Encompasses the city of Rockford plus Winnebago County. Freqs. in use as observed include:

F1	154.755	Rptr. Out	(158.865 in)	West
F2	155.415	Rptr. Out	(159.030 in)	East
F3	155.565	Simplex	(new)	Operations West
F4	155.625	Simplex	(new)	Operations East
F5	155.730	Rptr. Out	(158.910 in)	Portables
F6	158.910	Simplex		County Wide
F7	156.150	Simplex		Surveillance
F8	158.850	Simplex		Car-Car

A thought for the vacationing members: When you're out on the road, take that programmable scanner along. Any unusual observations should be sent on to the functional editor involved. You may uncover some new freqs., etc. not previously disclosed by even the local monitors. This editor appreciates receiving these items, as the IL and WI areas have undergone many freq. changes!

REVISED WISCONSIN SHERIFF'S AND MAJOR CITY POLICE DEPT. FREQS. Bob (WI-001) has also come out with a new freq. list for the WI county sheriff's depts. and major city police depts. Copies are available for two (2) 15¢ stamps plus a self addressed stamped envelope from: Bob Peterson
1006 S. Dewey St.
Eau Claire, WI. 54701

PORTER COUNTY, IN. S.D. A mobile repeater has been placed into service on 155.940. A control station and mobile units are found on 154.710. I previously hinted that a freq. change was in the making in my April column.

BALL STATE UNIV. IN. P.D. in Muncie can be found on 460.500 (KTQ231) with a mobile repeater per Mark (IN-014). (NOTE: The "Police Call" directory shows the license under "Indiana State of.")

WABASH, IN. LOCAL GOVT. Mark has found the city Public Works Dept. on new freq. 156.015 operating with a base, mobile units, and a call sign of KQM724.

With these contributions, I bring this month's column to a close. A thought for early September - put those synthesized scanners to work as the VHF high band (and possibly the UHF band) tend to open up dramatically in this area right after Labor Day. It's a good chance to hear "what's going down" in other areas not too far away.

Yes, that's it for September. We've rambled on long enough and there's lots more interesting stuff elsewhere in the Newsletter, so until next month from John and I,

Happy Monitoring!

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

EDITOR NEEDED!

We need a new Public Safety-West editor. The editor of this column should be a resident of one of the above western states (except California). The editor will be responsible for receiving frequency and code information from members for this area and typing it up and assembling it in a comprehensible manner. You should be familiar with public safety radio communications systems and allocations. If you are interested, please TYPE a letter about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

PUBLIC SAFETY - WEST, CALIFORNIA - Eric Christensen, Editor

WELCOME TO THE OCTOBER 1980 ISSUE OF THE R.C.M.A. PUBLIC SAFETY-CALIFORNIA

EFFECTIVE IMMEDIATELY please send all materials for this column to my new address: ERIC (CA-LA-045), P.O. Box 272, Seal Beach, California 90740.

To those of you who do not know yet, I am now employed full time as the day watch police dispatcher for the University Police Department at California State University, Long Beach. Here at the University, we have a new Motorola CentraCom Police Communications Center. It was supposed to have been operational about 2½ years ago, but that's typical for a state agency. Currently, the "go" date is August 15, 1980. In my opinion, we'll be cutting it pretty close for the first day of school at the University, which is Wednesday August 27, 1980. On that day, "all hell breaks loose"! You've got to see it to believe it! When the system is totally operational, I'll do a write up about it for the newsletter.

In this issue, I will print the information about Santa Barbara County and San Luis Obispo County that I have promised. I will also begin a series of articles on the California Highway Patrol radio system. Ever since I printed the five page spread on the CHP radio system in the December 1979 issue, I along with the Headquarters (RCMA) have received numerous requests for reprents of this information. Over the following months, I will be reprinting a series of computer runs printed by LLOYD (CA-OR-091). This month's edition will list CHP areas by "ZONES". The November issue will feature CHP areas by "STATION NUMBER SEQUENCE", and the December issue will feature CHP areas by "FREQUENCY SEQUENCE".

From ERIC (CA-LA-045):

CURRENT C.H.P. CHANNEL COLOR ASSIGNMENT

PURPLE	42.40 B/42.16 M	BLACK	42.46 B/42.70 M
GOLD	42.12 B/42.20 M	WHITE	42.56 B/42.72 M
SILVER	42.08 B/42.28 M	GREEN	42.54 B/42.24 M
PINK	42.44 B/42.76 M	TAN	42.42 B/42.84 M
RED	42.44 B/42.28 M	YELLOW	42.52 B/42.30 M
BROWN	42.50 B/42.82 M	GREY	42.48 B/42.68 M
ORANGE	42.88 B/42.66 M	COPPER	42.60 B/ ?
BLUE	42.34 B/42.18 M	IVORY	45.02 B Admin only

NOTE: Car to Car operations may be heard on the BASE frequency of the channel pair. Example: PURPLE channel. Dispatch mode: (Also known as "C" Channel) Car receives dispatcher on 42.40 MHz. but responds on 42.16 MHz. Dispatcher receives on 42.16 MHz. and transmits on 42.40 MHz. Car to Car mode: (Also known as "S" Channel) Car transmits AND receives on 42.40 MHz. This way, if dispatch is calling a particular unit which is on "S" Channel, the unit will copy, then switch to the "C" Channel mode to answer the dispatcher.

All patrol cars and dispatch centers are equipped to operate on the BLUE Channel (42.34 B/42.18 M). This frequency is designed to be a Statewide secondary channel in addition to the individual patrol area's assigned dispatch channel. Some areas (mostly rural) may still operate (dispatch) on the BLUE Channel. As new frequencies become available, those areas currently using the BLUE Channel will be switched to another channel, and use the BLUE strictly for Secondary Statewide usage. CHP aircraft, such as H-4, H-5, H-8 are on BLUE.

From MIKE (IDAHO-001):

Additional C.H.P. radio codes

10-28	Request for registration
10-35	Officer requires backup, respond Code 2, suspect present
10-35 A	Office requires help, respond Code 2, suspect present
10-36 A	Confidential information, suspect possibly armed
10-36 M	Confidential information, possible misdemeanor warrant
10-36 F	Confidential information, possible felony warrant

	ZONE	ZONE OFFICE	DISP OFFICE	STA	AREA	CITY	COUNTY	CHAN	BASE	MOB
I	NORTH	REDDING	ALTURAS	60	ALTURAS	ALTURAS	MODOC	BLUE	42.34	42.18
			HUMBOLDT	16	HUMBOLDT	ARCATA	HUMBOLDT (N)	GREEN	42.54	42.24
				95	CRESCENT CITY	CRESCENT CITY	DEL NORTE	GREEN	42.54	42.24
				105	GARBERVILLE	GARBERVILLE	HUMBOLDT (S)	GREEN	42.54	42.24
			QUINCY	20	QUINCY	QUINCY	PLUMAS	BLUE	42.34	42.18
			REDDING	36	RED BLUFF	RED BLUFF	TEHAMA	RED	42.44	42.28
				37	REDDING	REDDING	SHASTA	RED	42.44	42.28
				39	WILLIAMS	WILLIAMS	COLUSA	RED	42.44	42.28
				90	TRINITY RIVER	WEAVERVILLE	TRINITY	RED	42.44	42.28
				93	WILLOWS	WILLOWS	GLENN	RED	42.44	42.28
			SUSANVILLE	38	SUSANVILLE	SUSANVILLE	LASSEN	BLUE	42.34	42.18
			UKIAH	7	LAKEPORT	LAKEPORT	LAKE	WHITE	42.56	42.72
				18	UKIAH	UKIAH	MENDOCINO	WHITE	42.56	42.72
			YREKA	41	YREKA	YREKA	SISKIYOU (NW)	PURPLE	42.40	42.16
				52	MT SHASTA	MT SHASTA	SISKIYOU (SE)	PURPLE	42.40	42.16
II	VALLEY	SACRAMENTO	CHICO	35	OROVILLE	OROVILLE	BUTTE (S)	BROWN	42.50	42.82
				43	YUBA-SUTTER	YUBA CITY	SUTTER	BROWN	42.50	42.82
				43	YUBA-SUTTER	YUBA CITY	YUBA	BROWN	42.50	42.82
				104	CHICO	CHICO	BUTTE (N)	BROWN	42.50	42.82
			SACRAMENTO	42	GRASS VALLEY	GRASS VALLEY	NEVADA (W)	GREEN	42.54	42.24
				42	GRASS VALLEY	GRASS VALLEY	SIERRA (W)	GREEN	42.54	42.24
				44	PLACERVILLE	PLACERVILLE	EL DORADO (W)	GREEN	42.54	42.24
				45	AUBURN	NEWCASTLE	PLACER (W)	GREEN	42.54	42.24
				46	SACRAMENTO	SACRAMENTO (N)	SACRAMENTO	GOLD	42.12	42.20
				47	WOODLAND	WOODLAND	YOLO	GREEN	42.54	42.24
				112	SACRAMENTO	SACRAMENTO (S)	SACRAMENTO	GOLD	42.12	42.20
			STOCKTON	49	SAN ANDREAS	SAN ANDREAS	ALPINE (SW)	WHITE	42.56	42.72
				49	SAN ANDREAS	SAN ANDREAS	CALAVERAS	WHITE	42.56	42.72
				62	STOCKTON	STOCKTON	SAN JOAQUIN (N)	WHITE	42.56	42.72
				94	JACKSON	JACKSON	AMADOR	WHITE	42.56	42.72
				103	TRACY	TRACY	SAN JOAQUIN (S)	BLUE	42.34	42.18
			TRUCKEE	13	LAKE VALLEY	MEYERS	ALPINE (NE)	GREY	42.48	42.68
				13	LAKE VALLEY	MEYERS	EL DORADO (E)	GREY	42.48	42.68
				70	GOLD RUN	DUTCH FLAT	PLACER (C)	GREY	42.48	42.68
				80	TRUCKEE	TRUCKEE	NEVADA (E)	GREY	42.48	42.68
				80	TRUCKEE	TRUCKEE	PLACER (E)	GREY	42.48	42.68
				80	TRUCKEE	TRUCKEE	SIERRA (E)	GREY	42.48	42.68
III	GOLDEN GATE	SAN FRANCISCO	OAKLAND	19	CONTRA COSTA	CONCORD	CONTRA COSTA	PURPLE	42.40	42.16
				21	NAPA	NAPA	NAPA	PURPLE	42.40	42.16
				22	FAIRFIELD	FAIRFIELD	SOLANO	PURPLE	42.40	42.16
				25	HAYWARD	HAYWARD	ALAMEDA (S)	TAN	42.42	42.84
				96	OAKLAND	OAKLAND	ALAMEDA (N)	GOLD	42.12	42.20
			SAN FRANCISCO	32	SAN FRANCISCO	SAN FRANCISCO	SAN FRANCISCO	PINK	42.44	42.76
				34	MARIN/GG BRIDGE	CORTE MADERA	MARIN	SILVER	42.08	42.28
				91	REDWOOD CITY	REDWOOD CITY	SAN MATEO	SILVER	42.08	42.28
			SAN JOSE	24	SAN JOSE	SAN JOSE	SANTA CLARA (N)	BROWN	42.50	42.82
			SANTA ROSA	17	SANTA ROSA	SANTA ROSA	SONOMA	ORANGE	42.88	42.66
IV	CENTRAL	FRESNO	BAKERSFIELD	69	BAKERSFIELD	BAKERSFIELD	KERN (W)	BROWN	42.50	42.82
		FRESNO	FRESNO	40	PORTERVILLE	PORTERVILLE	TULARE (S)	PINK	42.44	42.76
				65	FRESNO	FRESNO	FRESNO (E)	SILVER	42.08	42.28
				67	VISALIA	VISALIA	TULARE (N)	PINK	42.44	42.76
				68	HANFORD	HANFORD	KINGS	PINK	42.44	42.76
				88	COALINGA	COALINGA	FRESNO (W)	PINK	42.44	42.76

ZONE	ZONE OFFICE	DISP OFFICE	STA	AREA	CITY	COUNTY	CHAN	BASE	MOB
IV CENTRAL		MERCED	50	LOS BANOS	LOS BANOS	MERCED (W)	ORANGE	42.88	42.66
			63	MARIPOSA	MARIPOSA	MARIPOSA	ORANGE	42.88	42.66
			64	MERCED	MERCED	MERCED (E)	ORANGE	42.88	42.66
			66	MADERA	MADERA	MADERA	ORANGE	42.88	42.66
		STOCKTON	48	MODESTO	MODESTO	STANISLAUS	BLUE	42.34	42.18
			61	SONORA	SONORA	TUOLUMNE	WHITE	42.56	42.72
V SOUTHERN	LOS ANGELES	LA	15	LA CENTRAL	LOS ANGELES	LA (C)	BLACK	42.46	42.70
			56	WEST VALLEY	VAN NUYS	LA (NW)	BROWN	42.50	42.82
			77	LA SOUTH	GARDENA	LA (S)	WHITE	42.56	42.72
			78	NEWHALL	NEWHALL	LA (N)	SILVER	42.08	42.28
			79	LA WEST	CULVER CITY	LA (W)	PINK	42.44	42.76
			81	BALDWIN PARK	BALDWIN PARK	LA (EC)	ORANGE	42.88	42.66
			82	LA EAST	MONTEBELLO	LA (E)	GOLD	42.12	42.20
			83	SANTA FE SPRINGS	SANTA FE SPRINGS	LA (SC)	GOLD	42.12	42.20
			98	GLENDALE	GLENDALE	LA (NC)	BROWN	42.50	42.82
			102	TEJON	FORT TEJON	LA (FN)	SILVER	42.08	42.28
			109	MALIBU	MALIBU	LA (FW)	PINK	42.44	42.76
VI BORDER	SAN DIEGO	EL CENTRO	85	EL CENTRO	EL CENTRO	IMPERIAL	BLUE	42.34	42.18
		INDIO	6	BLYTHE	BLYTHE	RIVERSIDE (E)	RED	42.44	42.28
			76	INDIO	INDIO	RIVERSIDE (C)	RED	42.44	42.28
		SAN BERNARDINO	97	BANNING	BANNING	RIVERSIDE (W)	GREEN	42.54	42.24
		SAN DIEGO	87	SAN DIEGO	SAN DIEGO	SAN DIEGO (S)	ORANGE	42.88	42.66
			92	OCEANSIDE	OCEANSIDE	SAN DIEGO (N)	GOLD	42.12	42.20
			108	EL CAJON	EL CAJON	SAN DIEGO (E)	GOLD	42.12	42.20
		SANTA ANA	55	WESTMINSTER	WESTMINSTER	LA (SE)	PURPLE	42.40	42.16
			55	WESTMINSTER	WESTMINSTER	ORANGE (NW)	PURPLE	42.40	42.16
			86	SANTA ANA	SANTA ANA	ORANGE (N)	PURPLE	42.40	42.16
			113	CAPISTRANO	SAN JUAN CAPIST.	ORANGE (S)	PURPLE	42.40	42.16
VII COASTAL	SAN LUIS OBISPO	MONTEREY	8	KING CITY	KING CITY	MONTEREY (S)	GREEN	42.54	42.24
			8	KING CITY	KING CITY	SAN BENITO (S)	GREEN	42.54	42.24
			23	HOLLISTER/GILROY	SAN JUAN BAUTISTA	SAN BENITO (N)	GREEN	42.54	42.24
			23	HOLLISTER/GILROY	SAN JUAN BAUTISTA	SANTA CLARA (S)	GREEN	42.54	42.24
			26	SANTA CRUZ	SANTA CRUZ	SANTA CRUZ	GREEN	42.54	42.24
			27	MONTEREY	SALINAS	MONTEREY (N)	GREEN	42.54	42.24
		SAN LUIS	3	BUELLTON	BUELLTON	SANTA BARBARA (W)	WHITE	42.56	42.72
			9	PASO ROBLES	TEMPLETON	SAN LUIS OBISPO (N)	WHITE	42.56	42.72
			14	SANTA MARIA	SANTA MARIA	SANTA BARBARA (N)	WHITE	42.56	42.72
			28	SAN LUIS OBISPO	SAN LUIS OBISPO	SAN LUIS OBISPO (S)	WHITE	42.56	42.72
		VENTURA	29	SANTA BARBARA	GOLETA	SANTA BARBARA (S)	GREEN	42.54	42.24
			31	VENTURA	VENTURA	VENTURA	PURPLE	42.40	42.16
VIII INLAND	SAN BERNARDINO	BARSTOW	12	VICTORVILLE	VICTORVILLE	SAN BERNARDINO (NW)	WHITE	42.56	42.72
			59	MOJAVE	MOJAVE	KERN (E)	WHITE	42.56	42.72
			73	BARSTOW/NEEDLES	BARSTOW	SAN BERNARDINO (NE)	WHITE	42.56	42.72
			106	TWENTYNINE PALMS	TWENTYNINE PALMS	SAN BERNARDINO (S)	WHITE	42.56	42.72
		BISHOP	72	BISHOP	BISHOP	INYO	BLUE	42.34	42.18
		BRIDGEPORT	71	BRIDGEPORT	BRIDGEPORT	MONO	BLUE	42.34	42.18
		LA	84	ONTARIO	ONTARIO	LA (FE)	ORANGE	42.88	42.66
			84	ONTARIO	ONTARIO	SAN BERNARDINO (FW)	ORANGE	42.88	42.66
			89	ANTELOPE VALLEY	LANCASTER	LA (NE)	SILVER	42.08	42.28
		SAN BERNARDINO	74	RIVERSIDE	RIVERSIDE	RIVERSIDE (FW)	GREEN	42.54	42.24
			75	SAN BERNARDINO	SAN BERNARDINO	SAN BERNARDINO (W)	GREEN	42.54	42.24
			101	ARROWHEAD	RUNNING SPRINGS	SAN BERNARDINO (SW)	GREEN	42.54	42.24

From JEFF (CA-OR-073) (Red Cross unit # 3214-A):

AMERICAN RED CROSS-Orange County, California

The Orange County Chapter of the American Red Cross coordinates their administration and disaster work by radio in a number of ways. "F-1" is the business frequency of 47.42 MHz., assigned nationwide to the A.R.C. Over 30 mobile radios are placed in both professional and key volunteer mobiles for business, coordination and communication between disaster sites and H.Q. A new "F-2" frequency, just assigned and installed, is 47.50 MHz. This new channel will be used strictly for the A.R.C. bloodmobiles and key professional administrators as an alternate channel. Though daily transmissions are routine business, be sure to tune in "F-1" whenever it rains, blows or when summer fire season is open ... there is always action during these weather seasons. You may also hear some action when the scanner hears explosion or large scale apartment fire traffic on the fire nets.

Orange County A.R.C. base identifies as "Orange County Headquarters", and works off either a remote radio location atop Santiago Peak, elevation 5600 ft. or a 40 foot base antenna at the Santa Ana H.Q. Base licenses are WRU842 for the remote, and KBF 772 for the H.Q. Mobile licenses are KA 3699 and are rated at 30 watts. Also heard on these frequencies are other L.A. and San Diego County Chapters. In addition, each of the five county-wide service centers are equipped with base stations.

On many disasters large and small, the Hams from Amateur Radio Emergency Service (ARES) provide network communications for each involvement site and shelter. Ham operation is strictly on "Two Meters" (High band VHF) on 146.79 (Repeat) in the north county and 147.645 (Repeat) in the south county. Simplex operations on 146.55 MHz. may be used for close locations. A very active ARES member, recently deceased, has willed his sizeable array of scanners and amateur gear to the Orange County A.R.C. Plans are to construct a memorial radio room when a new building is completed.

UNIT NUMBERING SYSTEM:

The prefix of "32__" signifies the Orange County Chapter.
The second two numbers indicates the district or group the unit unit is associated with (for example: 3214 is assigned to group 14 in District One).
Each unit has a suffix letter from A to Z. Units without a suffix letter are the leader of that area.
The 3211 series is for the Disaster Services Administrators.
The 3212 series is for the Chapter-owned disaster vehicles.
The 3213 series is for the "Operations Staff".
The 3214 series is for District One (Fullerton & surrounding communities.)
The 3215 series is for District Two (Anaheim & surrounding communities.)
The 3216 series is for District Three (Huntington Beach & area)
The 3217 series is for District Four (Santa Ana & area)
The 3218 series is for District Five (Irvine & area)
The 3219 series is for District Six (San Clemente & area)
The 3220 series is for agreement users, such as the several search and rescue teams that help the A.R.C.

From ERIC (CA-LA-045):

So, you got a ticket... mister, you break my heart!
By W. O. Newman, Commisioner, Kentucky Department of Public Safety
in the Bulletin of the American Association of Motor Vehicle Administrators

Maybe you're one of them. Are you one of the people who call me up on the phone or write me a letter to tell me my troopers are stopping motorists and giving them tickets for "no reason at all"? I wouldn't know--you never give your name!

You tell me you're a good citizen and a safe driver just using Interstate 64 for what it was intended--speed. And that "dumb cop" gave you a ticket.

You break my heart! I hope the next time you're tearing down the road at eighty-five miles an hour that trooper catches you again. I hope he gives you another ticket and the traffic judge takes your license away. I hope he catches you befor you smash into a concrete bridge abutment at eighty-five miles a hour and he has to help pry your lifeless body out of that crushed speed machine of yours.

I hope we can teach you a lesson with a ticket so maybe you won't cause a wreck and cost somebody else his or her life.

You really break my heart telling me you don't have time to go to court about that ticket. I wish you could come with me to the scene of a wreck sometime. I wish I could make you stand and watch a man writhe in the gravel on the shoulder of a highway while he waits for an ambulance that will be there too late to do anything but carry him to the morgue!

I wish I could make you help scrape the bits of bone and flesh of a whole family off the asphalt and into baskets. You'd vomit--just like my troopers do; but you'd think differently the next time you climbed into that car of yours and sped away.

You said you were driving safely when the trooper stopped you. The road was clear and there was no harm in edging over the speed limit a few miles an hour--you said. I'm really impressed with your ability to judge road conditions. I'm only sorry a trooper wasn't at that place a few months ago when a man with a wife and four children had a blowout at over eighty miles an hour. He might have slowed him down; and his children would still have a father and his wife a husband.

Oh, am I getting you mad again? That man might have been mad if the trooper had stopped him. He might have written me a letter. But he'd be alive.

Your letter doesn't bother me, friend. What bothers me is that you apparently haven't learned your lesson. You're probably going to get back behind the wheel of you car thinking you own the road and nothing can happen to you. You don't think about the other people on the road who want to go on living, just like you do.

And who gave your kid driving lessons? You? Then he's probably gotten a couple of tickets, too. It's no wonder he weaves in and out of traffic, speeds, and leaves strips of burned rubber at stoplights.

I hope we catch him, too, mister, before we have to call you and your wife to come identify his body at the morgue. I don't want to watch you crying and wishing you hadn't let him have a car until he learned to drive maturely.

And you say you want my troopers to let you off with a warning. What you really want is for us to stop doing our jobs! You want us to let you go until you meet another guy just like you--head on!

I wish you could come with me to a wreck and see the seared body of a victim after the fire department has finished its job of extinguishing fifteen gallons of flaming gasoline. I wish you could go with me to her home and help me tell her husband that his wife isn't coming home because some idiot ran her off the road while trying to pass her. I want you to help him explain why mommy

won't be home.
You're mad because you got a ticket, and you have to take time off from work to go to court.
You break my heart, mister. (END)

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From H. STAMPS (Santa Barbara area NON MEMBER):

PUBLIC SAFETY RADIO SYSTEM-Santa Barbara & San Luis Obispo Counties

460.025	S	"WHITE"	Car to Car/Station-All Agencies (CLEMARS)
460.050	R	"RED"	EMERGENCY/Mutual Aid-All Agencies (except CHP)
460.275	R	"ORANGE"	Santa Barbara Sheriff Freq. 1 (Dispatch is Control 30)
460.325	R	"YELLOW"	Santa Barbara Sheriff Freq. 2
460.100	R	"GREEN"	Santa Barbara Police Freq. 1 (Station 55)
460.325	R	"YELLOW"	Santa Barbara SO & PD Freq. 2 (Used on special occassions)
460.175	R	"GREEN"	Carpinteria Police (Station 56)
460.100	R	"GREEN"	Santa Maria Police (Station 52)
460.125	R	"GREEN"	Lompoc Police (Station 54)
460.450	R	"GREEN"	Guadalupe Police (Station 51)
155.475	BM		Univ. Calif. Santa Barbara F-1 (Station 53)
155.505	BM		Univ. Calif. Police Dept. F-2

Santa Barbara County Sheriff Stations (Dispatch is Control 30)

Stn. 31: H.Q. Santa Barbara
32: Santa Maria
34: Lompoc
35: Santa Barbara
Stn. 36: Santa Ynez/Solvang
37: Cuyama
38: Jail/transportation

To be continued next month.....

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BIZARRE INFO DEPARTMENT:

From RENE (CA-SC-018):

I've been receiving the following C.H.P. 37.4( ) MHz. frequencies on both my BC 210 and BC 250 and never associated them with link frequencies until your June 1980 RCMA inquiry from Bob WELLS (CA-SC-). Examples:

42.40	MHz. heard on	37.40	MHz.	difference of	5.0 MHz.	CHP Purple
42.42	" " "	37.41	"	" "	5.01 "	CHP Tan
42.50	" " "	37.45	"	" "	5.05 "	CHP Brown

Since they all reflect a common 5.0( ) MHz. difference ant both my BC 210 and BC 250 have the same 10.8 MHz. IF, I just figured it as spurious reception due to either interference modulation, image frequencies, or as Dave CROWLEY so well stated in his July 1980 comment, any of the "Host of tertiary electronic gremlins" for which our synthesized scanners are noted.
Editor's note: ANY COMMENTS? Send them into my NEW ADDRESS! (Remember that CHP Ventura operates a VHF High band link from the remote receivers to the CHP Ventura Comm Center. Also, I have been told that Oakland P.D. holds a license on 37.40 MHz. Any ideas?

From ERIC (CA-LA-045):

Apparently L.A. Sheriff's Lakewood Substation is operating ENTIRELY on UHF system. More information will be printed as it becomes available to me. Those of you familiar with this system, PLEASE send in information so that it can be shared with all members. Thanks. EJC.

SEE YOU ALL NEXT MONTH-IN NOVEMBER!!!

Business, Etc.

Chuck Gysi, Editor

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Chuck Gysi, P.O. Box 216, Willow Grove, PA 19090.

Where did everybody go? Why aren't you sending in good, juicy frequency information to the column editors. The mailbox has been drier than creekbeds in the Southwest lately. Should I give up my column because no one cares enough to send in information? Heaven, forbid I take such drastic action! Only you can prevent me from pulling out all my hair in frustration. I need you to send me any lists you have. HELP!

News Media/Film

COLORADO SPRINGS AREA NEWS MEDIA
From Donald (CO-002):

153.11 KRDO-TV remote
450.85 KRDO-TV two-way (also 455.85)
450.45 KKTV (also 455.45)
161.76 KVOR Radio

From EARL (MO-020):

I am interested in obtaining a list of news media frequencies for the St. Louis area. (Editor's note: If you have such a list, send it in to this column for everyone to enjoy!)

GMRS

What's going on in the General Mobile Radio Service? The repeater output frequencies for this service are 462.55 to 462.725. Inputs are all five MHz higher in the 467-MHz band. Listening tip--keep an ear on the output frequencies for simplex transmissions. These are mobile units talking "around" the repeater on the output frequency, but not tying up the repeater.

Business

From RICK (OH-019):
153.395 Whirlpool Corp./Marion, Ohio
153.400 Whirlpool Corp./Marion, Ohio
462.825 Whirlpool Corp./Marion, Ohio paging
153.260 Marion Power Shovel/Marion, Ohio

From KEN (IL-O??):
153.050 KSI 263 John Deere, East Moline, IL
153.080 KGO 774 International Harvester/Canton, IL
153.280 KRQ 746 International Harvester/Libertyville, IL
153.320 KGZ 485 International Harvester/Rock Island, IL
153.140 KSQ 654 International Harvester/Melrose Park, IL
153.350 KSH 702 International Harvester/Melrose Park, IL
CATAPILLER CORP.--
462.375 KTF 583 Aurora, IL
158.280 KFG 789 Decator, IL
158.430 KFG 789 Decator, IL
158.430 KJW 858 Morton, IL
153.140 KDS 938 Mossville, IL
153.320 KSZ 534 Mossville, IL
153.230 KRK 765 Peoria, IL
153.260 KJB 700 Peoria, IL
153.110 KON 972 East Peoria, IL
158.820 KON 972 East Peoria, IL
462.275 KSV 577 East Peoria, IL

Motor Carrier

From ERIC (CA-LA-045):
     ORANGE COUNTY TRANSIT DISTRICT
508.5125 Long-haul buses
508.4625 Dial-A-Ride
508.6125 Dial-A-Lift
508.6625 Dial-A-Ride
     LONG BEACH PUBLIC TRANSPORTATION
506.4125 Transit buses

From HARRY (CA-LA-037):
     SANTA MONICA MUNICIPAL BUS LINES
506.6625 KZD 414

From DAVE (CA-OR-102):
     ANAHEIM POLICE TOW ROTATION LIST
464.875 KQX 568 DuBois and Paschall Tow
468.550   Anaheim Tow
 43.000   Slim's Tow

Mobile Phone/RCC

From RCMA - MIAMI GROUP:
     Each field office of the National Transportation Safety Board has been equipped with three hand-held VHF RCC mobile telephone units and a Telocator Corp. radio repeater directory for the continental United States.
     Each field office obtains licenses and service contracts from private RCC companies in their areas and check-in regularly with RCC operators for messages. Due to the nature of the RCC service,

NTSB investigators may take their radio units anywhere in the United States and through a cooperative agreement with major RCC firms, utilize almost all available repeaters.

In the Miami area, NTSB utilizes RCC Channel 13 as their primary calling channel; this frequency is administered by Tel-Car Corp. Units are identified by non-tactical customer codes and names of individuals. The RCC channels available to the NTSB include:

RCC Ch. 1 152.03 output/158.49 input
RCC Ch. 3 152.06 output/158.52 input
RCC Ch. 5 152.09 output/158.55 input
RCC Ch. 7 152.12 output/158.58 input
RCC Ch. 11 152.18 output/158.64 input
RCC Ch. 13 152.21 output/158.67 input

The National Transportation Safety Board is an independent federal agency that oversees transportation safety (railroad, highway, pipeline, marine and civil aviation). The agency determines probable cause of accidents through direct investigations and public hearings, and secondarily through staff review and analysis of accident information.

Main headquarters for the NTSB are in Washington and field offices are located in: Anchorage, Alaska, Atlanta, Chicago, Denver, Fort Worth, Kansas City, Los Angeles, Miami, New York and Seattle.

Other radio networks, including FAA and local police/civil defense frequencies also may be used when necessary. The FAA, however, maintains its own internal investigative staff which is not a part of the NTSB.

Utility

PART VII--LOS ANGELES CITY WATER AND POWER SYSTEM
Black Frequency System

The Black frequency (48.30 MHz) is assigned primarily to hand-held walkie-talkie units operating in the Los Angeles area, although units may be assigned to outlying locations. At the present time, there are no base station facilities assigned to this system. Units communicating on this frequency must transmit the assigned call sign, KA 4305, when clearing the frequency.

Security

DISNEYLAND RADIO SYSTEM
From Dave (CA-OR-102):

154.600 KC 7032 Disneyland park security/monorail
154.570 KC 7032 Disneyland park maintenance
154.625 KYY 709 Disneyland paging
42.980 KC 7032 Disneyland entertainment/rides
464.575 WYA 716 Disneyland Hotel security main channel
469.575 WYA 716 Disneyland Hotel security spare channel

(Editor's note: I believe there may be additional frequencies in use at Disneyland in Anaheim. Does anybody have this information?)

From JEFF (CA-OR-012):
464.475 Fluor Corporation/Irvine, CA security

From KEN (TX-003):
I would like to obtain any information on the use of any frequencies used at the Astroworld/Astrodome complex in Houston. The maintenance as well as security channels are of interest.

School

UNIVERSITY OF ILLINOIS FREQUENCIES
From Ken (IL-O??):

154.190 KAW 748 Urbana/fire
453.600 KGL 519 Urbana/physical plant (also KIA 514, KIA 733, and KXH 710.)
155.730 KSJ 634 Urbana/police--should be switching to 453.900.
155.160 KDL 797 Urbana/Student Health Service Hospital
453.600 KJA 745 Chicago/Circle Campus physical plant
453.900 KWE 732 Chicago/police (also KWE 733
155.340 KDP 359 Chicago/hospital
453.225 KUU 388 Peoria
155.595 KWK 444 Peoria
453.375 KIU 362 Rockford
453.600 KTI 576 Monticello/physical plant

Freak Freqs

CHAMPION SPARK PLUG UNLIMITED HYDROPLANE REGATTA
From RCMA - Miami Group

The frequency 464.550 was used at Miami Marine Stadium during the annual "Champion Spark Plug Unlimited Hydroplane Regatta." Units heard included: race marshals, course safety officers (land, air and marine units) and race team representatives. This frequency is probably used at all major, sanctioned hydroplane races.

From EDDIE (NY-041):
151.835 Shea Stadium security/Flushing, NY

FEDERAL GOV'T and MILITARY

Robert B. Grove, Editor

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to: Robert B. Grove, Route 1-Box 156, Brasstown, NC 28902. Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Some new accessories for the hobby listener highlight this month's column.

BETTY BEARCAT FREQUENCY DIRECTORY - The long-awaited East and West editions of the Betty Bearcat frequency directories are now in use, and reaction is mixed. It is obviously a vast accumulation of personal submittals with varying degrees of accuracy. Unquestionably, it will be of help to casual listeners throughout the country.

It is arranged by geographical listening areas, alphabetical by key cities. A frequency cross reference is an additional help in nailing down some of the unknowns. Accuracy varies considerably depending upon the source of information used at different points.

One aspect of the publications which is bound to draw members' attention is the liberal sprinkling of classified listings. U.S. Marshals, US Postal Inspectors, Secret Service, Border Patrol and even nuclear plant security are included. True, the listings are few, but they are representative in many cases of nationwide frequencies. Interestingly, no FBI channels are included, nor is DEA.

Perhaps the moment is upon us to re-evaluate our long-standing caveats regarding the publication of these frequencies. I know our readers would be interested in hearing your comments along these lines...it should be interesting!

Because of the large number of requests I have had to manufacture a good beam antenna for scanners, we have designed, field tested, and now sell a wideband scanner beam antenna. It is a log periodic design with continuous coverage from 108-512 MHz. It works as an omnidirectional antenna on 30-50 MHz low band. Cost is $39.95 plus $3 shipping and handling. It works with the same coax setups as other external monitor dipoles (Motorola and F type terminations). Readers are invited to send an SASE to Grove Enterprises, Dept. F, Brasstown, NC 28902 for more information.

Capri Electronics (Canon, GA 30520) now offers a VHF/UHF preamplifier in kit form. It is designed for 30-600 MHz applications, and is said to supply 12 dB gain or more. Power supply requirements are 12 VDC at 10 milliamps. We have a kit here; it looks nice -- quality components--but it is not yet assembled at this writing. $35.90 for parts kit less cabinet.

Another VHF/UHF preamplifier kit which provides 10-15 dB gain from 20-650 MHz is the Hamtronics P432B. It sells for $18.95 in kit form, less case, and $32.95 factory wired, tested, and in a case. For more information, write: Hamtronics Inc., 65 Moul Road, Hilton, NY 14468.

And one caveat regarding a previous product mention. The TET-USA GDX-1 discone is an excellent antenna, but a problem developed which was not evident on our first assembly. The coax receptacle is not a standard thread! We have advised TET of this production error and assume it will be corrected. Please advise us of your experiences so that we can alert our readers!

Used equipment is often difficult to come by. Not only do we not know whom to ask or where to look, but many beginners and veterans alike haven't the foggiest notion of commercial and military surplus available!

One company that specializes in surveillance-type receiving gear is TUNHO, Inc., RFD 1 Box 152N, Skillman, NJ 08558. I have not had any personal dealings with this company, so I offer the address without credentials. Send for their list of equipment if you are looking for Watkins-Johnson/CEI caliber stuff.

An individual who specializes in quality test equipment and some professional receiving gear is S.T. Carter, II. Write to him at PO Box 3177, Indialantic, FL 32903 for his most recent used equipment list.

A recent query from member Stephen Malone asks which specific agencies will not be published in the Federal Frequency column. As a general rule, those agencies which specialize in undercover investigations where intensive monitoring would likely compromise their effectiveness or endanger the safety of their agents. Specifically, these include: FBI, DEA, Customs, Secret Service, ATF, IRS, and other vulnerable federal law enforcement entities.

Interestingly, our membership contains two adamant classes of letter-writers: Agency-protective and agency-revealing. For the present, the posture of this column will be slightly conservative. This does not mean that our philosophy will not change later.

And now, this month's frequency contributions from our responsive members.

From MARV (MD-?--sorry, Marv, I lost your RCMA number!) Washington, DC area:

169.575	US Congress, Capitol Building, GOP pager/floor vote announcements
411.400	Library of Congress repeater; Protective Services Dept.
410.200	US Government Printing Office; security repeater
168.525	US Postal Service Central Post Office transportation control
411.450	National Institutes of Health repeater; Bethesda, MD (security police)
413.900	US Dept. Agriculture, Beltsville Agricultural Research Center security
164.500	US Postal Service bulk mail center; P.G.C. MD (Largo Dock/ transportation control)
413.200	Andrews AFB maintenance (simplex)

Nice list, Marv; thanks!

In addition, Marv wonders if any members can help him locate the following frequencies for: Defense Mapping Agency (MD or DC; UHF); Bureau of Printing and Engraving (DC); and the National Gallery of Art (DC). Any takers? Please send them in, and I'll share with Marv and the rest of our readers.

From PAUL (NY-028)

38.70	West Point MP
38.85	West Point Fire Dept.
150.700	West Point MEDAC Base hospital paging/ambulance dispatch
163.000	Army Corps of Engineers repeater and simplex
163.4125	Army Corps of Engineers repeater and simplex

164.175 VA Hospital paging, Montrose, NY
164.500 VA Hospital paging, Castle Point, NY
165.0625 West Point "Signal Base"
165.6125 United Nations paging and VIP phone patches, NYC
166.225 VA Hospital security, Castle Point, NY
166.350 National Park Service FDR Home, Vanderbilt Mansion; Hyde Park repeater input
166.950 National Park Service FDR Home, Vanderbilt Mansion; Hyde Park repeater output
168.125 US Corps of Engineers; Conneticut dams repeater output
170.875 US Bureau of Prisons; Danbury, CT Federal Correctional Institution

Very nice list, Paul; many thanks for your contributions!

JOE (MD-015) offers several corrections to previous published lists for the DC area:

123.5 US Park service helicopter to Trauma Hospital (not 122.5 previously reported)
165.500 FAA police and fire rescue, National Airport; ch. 1 (Also Dulles)
165.6625 FAA main channel (2) National Airport Police. There is no 166.925 for the National Airport Police (I show 166.925 as National Park Service ch.2, Washington, DC.ED)
165.7125 FAA Dulles Airport, police main channel.

Joe also reports a great deal of activity on local FBI channels when the Iranian Embassy was closed..no wonder! Thanks, Joe.

JOHN ARENDT, our Public Service--Central editor, provides us with some interesting insight into his native Illinois military policies.

39.50 Illinois National Guard to county and rural police agencies.
42.50 Illinois National Guard to Illinois State Police

John indicates the FM deviation is slightly wideband, and it may sound distorted to narrowband scanners. John also notes the appearance of Motorola's DVP (Digital Voice Protection) speech scrambling on FBI channels. (We can expect to encounter more and more of this...Ed.).

John also recommends that future editions of the FEDERAL FREQUENCY DIRECTORY include listings through 512 MHz to show coordination of Justice Dept. communications with police agencies, as the Directory already shows for low and high band. I would be delighted to hear from members with any recommendations to improve the Directory in the future.

Thanks, John. We all appreciate your insights and your excellent column!

From EDGAR (VA-026)

167.175 Blue Ridge National Parkway
171.575 Jefferson National Forest
148.150 Civil Air Patrol
148.500 USAF

From JOHN (TN-005)

38.98 TVA security, Chattanooga
170.150 TVA nuclear plant, Nashville

Thanks Edgar and John. And thanks to all of our readers who so generously shared their lists with us this month. Will I see more of your names and lists next month?

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used and questions that relate to private, commercial and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High St., South Portland, Maine 04106.

	USA		INTERNATIONAL	
CHANNEL	TRANSMIT	RECEIVE	TRANSMIT	RECEIVE
1	156.050	160.650	156.050	160.650
2	156.100	160.700	156.100	160.700
3	156.150	160.750	156.150	160.750
4	156.200	160.800	156.200	160.800
5	156.250	160.850	156.250	160.850
6	156.300	156.300	156.300	156.300
7	156.350	156.350	156.350	160.950
8	156.400	156.400	156.400	156.400
9	156.450	156.450	156.450	156.450
10	156.500	156.500	156.500	156.500
11	156.550	156.550	156.550	156.550
12	156.600	156.600	156.600	156.600
13	156.650	156.650	156.650	156.650
14	156.700	156.700	156.700	156.700
15	.....	156.750	.....	156.750
16	156.800	156.800	156.800	156.800
17	156.850	156.850	156.850	156.850
18	156.900	156.900	156.900	161.500
19	156.950	156.950	156.950	161.550
20	157.000	161.600	157.000	161.600
21	157.050	157.050	157.050	161.650
22	157.100	157.100	157.100	161.700
23	157.150	157.150	157.150	161.750
24	157.200	161.800	157.200	161.800
25	157.250	161.850	157.250	161.850
26	157.300	161.900	157.300	161.900
27	157.350	161.950	157.350	161.950
28	157.400	162.000	157.400	162.000
60	156.025	160.625	156.025	160.625
61	156.075	160.675	156.075	160.675
62	156.125	160.725	156.125	160.725
63	156.175	160.775	156.175	160.775
64	156.225	160.825	156.225	160.825
65	156.275	156.275	156.275	160.875
66	156.325	156.325	156.325	160.925
67	156.375	156.375	156.375	156.375
68	156.425	156.425	156.425	156.425
69	156.475	156.475	156.475	156.475
70	156.525	156.525	156.525	156.525
71	156.575	156.575	156.575	156.575
72	156.625	156.625	156.625	156.625
73	156.675	156.675	156.675	156.675
74	156.725	156.725	156.725	156.725
77	156.875	156.875	156.875	156.875
78	156.925	156.925	156.925	161.525
79	156.975	156.975	156.975	161.575
80	157.025	157.025	157.025	161.625
81	157.075	161.675	157.075	161.675
82	157.125	161.725	157.125	161.725
83	157.175	157.175	157.175	161.775
84	157.225	161.825	157.225	161.825
85	157.275	161.875	157.275	161.875
86	157.325	161.925	157.325	161.925
87	157.375	161.975	157.375	161.975
88	157.425	157.425	157.425	162.025
WX1	.....	162.550	.....	162.550
WX2	.....	162.400	.....	162.400
WX3	.....	162.475	.....	162.475
WX4	.....	161.650	.....	161.650

VACANT IN U.S.A. WATERS ONLY

USCG only — 21

USCG only — 23

MARINE OPERATORS U.S. & Int'l.

USCG only — 81

USCG only — 83

MARINE OPERATORS U.S only — 84, 85, 86, 87

Since not too much in correspondence has been received during the summer months, I am going to share some of my own observations which I have noticed this year here in Maine.
First of all, to my listings of New England Marine Operators RCMA Newsletter Apr.80

There are two changes to be made. First off, add Gloucester, Mass. Marine Operator, which is working VHF Channel 25. (Gloucester is 25 miles northeast of Boston, and one of New England's largest fishing ports.)
Secondly, change the working frequency of Nantucket, Mass. Marine Operator from 84 to 86.

Thanks to Garry (IN-Ø26) for the accompanying frequency chart of International and USA frequencies.

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest that relates to two-way communications above 30 MHz and questions regarding the FCC Rules and Regulations to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

Not much news on the bureaucratic front this month. A proposal was released that will allocate two channels for the Aeronautical Enroute Service for limited area use. (The Aeronautical Enroute Service channels are from 128.8 to 132 mHz, more commonly called the "company channels".) These two new channels, namely 122.825 and 122.875, will be for smaller airlines that only serve one or two locations and don't wish to use the ARINC system or pay the administrative costs of having ARINC assign them a 'company' channel for their own use. The frequencies will only be for smaller aircraft agencies (aircraft capacity up to 56 passengers/ 18,000 lbs.) and there will be no limit to the number of companies on a channel at a location.

The Commission will also add the Airborne Mobile Telephone frequencies from Part 22 (Public Mobile Services) to Part 87 (Aviation Services), which only makes sense.

The FCC has enacted into law the proposal I mentioned a few months ago to allow FM in most of the six meter band (50-54 mHz). Until now, full-bandwidth FM was only allowed from 52.5 to 54 mHz. There was some opposition to the idea. Some amateurs maintained that SSB AM and FM aren't compatible and the band would soon be overrun by repeaters, like the two meter band. The Commission considered the old provisions outdated and assumed the amateur community will set up their own band plan, allowing for AM operation. (The hams can kiss their last VHF DX band goodbye.)

The FCC will now issue "system licenses" in the General Mobile Radio Service (462.55 to 462.725 mHz), the old Class A CB. This means that only one callsign will be issued for an entire system, base, mobiles, control stations, etc., instead of a separate license for each component. This has been done in certain services since May of last year and eventually will be implemented in all the services as soon as their computers are set up for the new process.

The long-awaited first update to last years edition of FCC Rules and Regulations, Volume V finally arrived, just in the last few days, as a matter of fact. (or the last few months, by the time you read this.) There were a few minor rules changes to Part 87, Aviation Services, another half-dozen to Part 90, Private Land Mobile Services, all from 1979. Subpart O, Transmitter Control, was reorganized. The rest of the update was all corrections to the original edition, although they still missed a few errors. If you don't wish to subscribe to Volume V, you can read it for free at an FCC field office, or, probably more easily, at your local main library or state university library.

800 mHz, revisited

Don Shanley, from Farmington, (Ct-003), sent me an article on Bristol, Ct.'s new 851 mHz Police radio system, which should finally be on the air now, the handheld radios having been approved for radiation safety by the police union, the Conn. Dept. of Health Services, the Occupational Safety and Health Administration, the Federal Drug Administration, the Federal Communications Commission, etc., etc. I've been trying to keep up on the 800 mHz safety question, but I haven't come across anything lately on the FCC docket concerning the matter. The article Don sent also quoted the police cheif as saying "the department won't be bothered anymore by police radio buffs and ambulance chasers....because radio scanners aren't available yet for the 800 mHz band". (heh heh) I was really impressed at how well-written the article was. It was easy to understand, while not being too vague or downright inaccurate to people with any knowledge of radio communications. Most articles in newspapers about two-way radio seem to be written by idiots for idiots.

Don also said he likes my column, it's the first thing he reads. I try to remain humble in the face of such accolades. (Your autographed 8 x 10's are on the way, Don). Actually, I get few comments of any kind. I guess people take FCC matters for granted. To me, this knowledge is essential, the lack of which would be like buying a new scanner and not getting the instructions for using it. There's a lot of stuff going on out there, too. There's a docket now to add ten more channels for the Multipoint Distribution Service. MDS is a radio common carrier, the subscriber in most cases being a distributer of Showtime or HBO, the customer being whoever wants to pay 10 to 16 bucks a month for the converter to watch. Presently, two channels are available between 2150 and 2162 mHz. The 10 new ones would be shared with other services from among 31 channels between 2500 and 2690 mHz. A lot of them will probably be for closed circuit TV systems, computer terminals, etc., though. Articles on homemade converters have appeared in amateur radio magazines. Another proposal will allow TV and movies to be transmitted to hotels and clubs in the Private Operational Fixed Microwave Service, which is a private service, not a public, common carrier, although it'd still be subject to the "receive and benefit" provisions of the Communications Act. The point is, ya gotta keep your eyes and ears open!

MONITORING & THE LAW

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to:

EDITOR NEEDED!

We need a new Monitoring and the Law column editor. The editor of this column should have some familiarity with monitoring laws and it would be desireable if he/she had a collection of monitoring laws from around the nation. This editor would be required to generate some information for the column as well as organize input from the general membership. If you are interested, please TYPE a letter telling about yourself and qualifications to: RCMA Managing Editor, P.O. Box 216, Willow Grove, PA 19090.

Aircraft

Mark Holmes, Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to: Major Ron Hammer, 821 Elisa Way, Roseville, CA 95678.

EDITOR'S COMMENTS

Thanks to Eddie Muro (NY-41), Bob Gehri (WA-7), William Stookey (HI-1) and Larry Smith (MI-1) for contributing to this months column.

Following this edition of the newsletter, I am relinquishing my services as editor of the Aircraft Column for a number of personal reasons. At this time, (July 15) I do not know who the new editor will be, but anything that is received in the mail for future columns will be forwarded when that information is learned.

I have really enjoyed having the opportunity to express some of my ideas in regard to aircraft communications. I wish everyone had a chance to be a column editor, just to see what it involves.

Since joining the club, I have seen the newsletter grow in size from a 4 page mimeographed bulletin, to what it is today, and 250 members then, compared to well over 2,000 at the present time. Without letting the cat out of the bag, I learned during the past week about something which will undoubtedly make this the epitome of all radio clubs, not to mention, adding many more new members. This club is definitely going in the right direction.

As we all know, communications monitoring is the most interesting and enjoyable hobby which is available to us. I also want to commend the companies of Bearcat, Regency, and the many manufacturers of multiband radios, for helping to get aircraft communications out of the closet and right up into the forefront of popular things to listen to.

I also want to thank all the different members who took the time to submit information and frequencies in past columns. Mark Holmes (IL-8)

DEFINITIONS

AUTOMATIC TERMINAL INFORMATION SERVICE/ATIS "THIS IS LAMBERT-ST. LOUIS INTERNATIONAL INFORMATION JULIETTE, THE ONE FOUR FIVE FIVE WEATHER, ESTIMATED CEILING THREE THOUSAND TWO HUNDRED BROKEN, VISIBILITY ONE TWO, TEMPERATURE FOUR THREE, WIND THREE ZERO ZERO AT ONE FIVE, PEAK GUST TWO FIVE, ALTIMETER TWO NINER NINER EIGHT, ILS RUNWAY THREE ZERO LEFT APPROACH IN USE, LANDING AND DEPARTING RUNWAY THREE ZERO LEFT AND THREE ZERO RIGHT, VFR ARRIVALS NORTH OF RUNWAY THREE ZERO CONTACT ST. LOUIS RADAR ON ONE TWO FOUR POINT TWO, SOUTH ON ONE TWO SIX POINT SEVEN, ALL DEPARTURES CONTACT CLEARANCE DELIVERY ONE ONE NINER POINT FIVE PRIOR TO TAXI, ADVISE YOU HAVE JULIETTE" At larger airports, a continuous broadcast of current weather, runway and instrument approach currently in use and notices to airmen, in which a pilot can listen as often as desired. As information changes, new ATIS broadcasts are issued over the course of a days time. Each broadcast is given a different letter in the phonetic alphabet, (Alpha, Bravo, Charlie, Delta, Echo, etc.) so the new information can be distinguished. Some airports have separate broadcasts for arriving and departing aircraft.

CLEARED AS FILED "UNITED 460 IS CLEARED TO DETROIT AS FILED, VIA THE DENVER SIX DEPARTURE, SQUAWK CODE FOUR SEVEN THREE SIX, DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO EIGHT POINT ZERO FIVE" With the exception of altitude, the aircraft is to proceed in accordance with the route of flight as was filed in the flight plan. Should there be any changes in the clearance, the phrase spoken will be "cleared as filed, except . . ."

GO AROUND "CONTINENTAL 723 GO AROUND" Instructions for a pilot to abandon their approach, with additional instructions to follow. Unless told otherwise, VFR aircraft will overfly the runway, climb to traffic pattern altitude (800 feet AGL) and enter the pattern on the crosswind leg. IFR aircraft will either execute the published missed approach procedure or proceed according to ATC.

HEADING "AMERICAN 66 TURN LEFT HEADING THREE ONE ZERO, INTERCEPT THE RUNWAY TWO SEVEN LOCALIZER" Informs the pilot of the direction that the controller desires the aircraft to be flown, while in a radar environment.

RADAR SERVICE TERMINATED "COMMANDER 800E IS CLEAR OF THE TCA, SQUAWK ONE TWO ZERO ZERO, RADAR SERVICE TERMINATED, FREQUENCY CHANGE APPROVED" Used by ATC to inform a pilot that he will no longer be provided any of the services that could be received while under radar contact.

WHY I LISTEN TO AIRCRAFT COMMUNICATIONS

One thing which two-way radio communications possesses, and everyone will agree on, is a countless variety of things to listen to. Whether you live in a metropolitan area or a small town, this hobby has something of interest for everybody. Aircraft communications, whether on VHF or HF, is no exception.

I have always been fascinated by airplanes, but then I guess most people are also, in one way or another. Being able to hear an aircraft which is talking hundreds of miles away on VHF and thousands of miles away on HF is something which has always boggled my mind.

Strange terms are one thing which makes this type of listening so unique, like wake turbulence, pilots discretion, chop, heavy jet, vector, squawk, etc. Although they are understood after hours of listening, observing and reading, the learning stage was the fun part for me.

If there is anything which absolutely drives me crazy, it would have to be 10-codes, so it is a pleasant relief not to hear them in the 720 different aircraft band frequencies. Another thing which I enjoy hearing, occurs after frequency changes, pilots and controllers will say things like, "Good Day," "Have a Nice One," "So Long," "We'll See Ya," etc. Although air traffic control and flying an airplane are both jobs that produce stressful situations, good manners are the general rule of the day.

I have never lived in an urban area, so busy airport Control Towers on a daily basis has slipped me by. Living right in the middle of the United States however, enables me to hear a good majority of the long haul and coast-to-coast airline flights, plus a considerable amount of business jets. Being surrounded by Chicago, Indianapolis, St. Louis, Louisville, Nashville and Memphis does not hurt either. So although I am not in listening distance of hub airports, such as the ones in Los Angeles, Seattle, Atlanta or Dallas, and many of you are in the same position as myself, there are more than enough frequencies to keep me occupied.

The number of things that there are to listen to on VHF and HF is virtually unlimited. For example, on VHF, there is the Control Tower, which consists of the Tower, Ground, Approach, Departure and Clearance Delivery, Air Route Traffic Control Center low and high altitude sectors, ARINC, airline ramp frequencies, airline remote sites, Flight Service Stations and UNICOM. For a change of pace or to add a new dimension to aircraft listening, one can listen to HF and hear international airline flights giving position reports, Air Force Bases and military aircraft, plus a select number of airline company frequencies.

Aircraft listening is interesting, polite and very professional, with numerous frequencies in all areas of the country. If you have never tried it, you may just like it.

OFFICIAL AIRLINE GUIDE PUBLICATIONS

One of my hangups has always been wanting to know where an airline flight is coming from, going to, and the type of aircraft being used. OAG airline schedule books have really proven to be an asset for me.

While there are changes in each book from month to month, books in late Fall and early Spring are the most drastic, when virtually every schedule and/or flight number is changed.

For members who have never seen, heard of, or subscribed to the various types of airline schedule books, it would be a good idea to call a travel agency and try to obtain an outdated edition for examination.

The following is a brief description of each book, price, contents, etc. Since I do not subscribe to the OAG Worldwide Edition, which is listed last, any more of a description would be pure speculation on my part.

OAG North American Edition Shows direct flight schedules of airlines in the United States, Canada, Mexico and the Caribbean, type of aircraft used, and 19 pages of complete flight itineraries. 1,500-3,000 pages, depending on the month. One year subscription, 12 monthly issues, $85.80.

Air Cargo Guide Lists the domestic and international cargo flight schedules of all airlines, 7 pages of flight itineraries, 200 pages of other information, and an annual subscription to Air Cargo Magazine. 400-500 pages, depending on the month. One year subscription, 12 monthly issues, $39.80.

OAG North American Pocket Flight Guide Lists over 29,000 non-stop and multi-stop flights for the majority of cities in North America. 200-350 pages, depending on the month. One year subscription, 12 monthly issues, $34.32.

OAG Worldwide Edition City-by-city listings of worldwide scheduled airline flights to and between points outside the United States, Canada, Mexico and the Caribbean. One year subscription, 12 monthly issues, $102.96.

U.S. AIR ROUTE TRAFFIC CONTROL CENTER MAILING ADDRESSES

Listed below, are the mailing addresses of the 22 Air Route Traffic Control Centers in the United States, for those who would like to request sector frequency charts. Since the membership has more than doubled since they were published this past January, here they are again.

Albuquerque ARTCC
6900 Los Angeles Drive, NE
Albuquerque, NM 87113

Anchorage ARTCC
5400 Davis Highway
Anchorage, AK 99506

Atlanta ARTCC
299 Woolsey Road
Hampton, GA 30228

Boston ARTCC
Northeastern Blvd.
Nashua, NH 03060

Chicago ARTCC
619 Indian Trail Road
Aurora, IL 60507

Cleveland ARTCC
326 E. Lorain St.
Oberlin, OH 44074

Denver ARTCC
2211 17th Ave.
Longmont, CO 80501

Fort Worth ARTCC
13800 FAA Road
Euless, TX 76039

Honolulu ARTCC
Box 4009
Honolulu, HI 96813

Houston ARTCC
Box 60308
Houston, TX 77205

Indianapolis ARTCC
Box 41070
Indianapolis, IN 46241

Jacksonville ARTCC
Box 98
Hilliard, FL 32046

Kansas City ARTCC
1801 E. Loula
Olathe, KS 66061

Los Angeles ARTCC
2555 E. Avenue P
Palmdale, CA 93550

Memphis ARTCC
3229 Democrat Road
Memphis, TN 38118

Miami ARTCC
7500 NW 58th St.
Miami, FL 33166

Minneapolis ARTCC
512 Division St.
Farmington, MN 55024

New York ARTCC
Islip MacArthur Airport
Ronkonoma, NY 11779

Oakland ARTCC
5125 Central Ave.
Fremont, CA 94536

Salt Lake City ARTCC
2150 W. 700 North
Salt Lake City, UT 84116

Seattle ARTCC
3101 Auburn Way South
Auburn, WA 98002

Washington ARTCC
Leesburg, VA 22075

FREQUENCIES

Listed below, are the 44 Flight Watch stations and transmitter sites in the United States, which operate on the frequency of 122.0 MHz.

ALBUQUERQUE FLIGHT WATCH: Clines Corners, NM; Davenport Mountains, NM; Gallup, NM and Las Vegas, NM
ATLANTA FLIGHT WATCH: Chattanooga, TN; Knoxville, TN; Greer, SC and Vienna, GA
BIRMINGHAM FLIGHT WATCH: Montgomery, AL and Muscle Shoals, AL
BOISE FLIGHT WATCH: Gooding, ID; Rome, OR and Squaw Butte, ID
BOSTON FLIGHT WATCH: Hyannis, MA; Millinocket, ME and Portland, ME
BUFFALO FLIGHT WATCH: Syracuse, NY
CASPER FLIGHT WATCH: Billings, MT; Miles City, MT and Thermopolis, WY
CHARLESTON, SC FLIGHT WATCH: Columbia, SC; Jacksonville, FL and Savannah, GA
CHARLESTON, WV FLIGHT WATCH: Holston Mountain, VA and Lexington, KY
CHICAGO FLIGHT WATCH: Champaign, IL; Green Bay, WI and Madison, WI
DENVER FLIGHT WATCH: Aspen, CO; Goodland, KS; Hayden, CO; La Junta, CO and Ogallala, NB
DES MOINES FLIGHT WATCH: Bradford, IL and Cedar Rapids, IA
DETROIT FLIGHT WATCH: Battle Creek, MI; Marquette, MI and Traverse City, MI
EL PASO FLIGHT WATCH: Anamis, NM; Ft. Stockton, TX; Guadalupe, TX; Roswell, NM and Truth or Consequencies, NM
FORT WORTH FLIGHT WATCH: Abilene, TX; Paris, TX; Temple, TX and Wichita Falls, TX
GRAND FORKS FLIGHT WATCH: Dickinson, ND; Jamestown, ND and Minot, ND
GREAT FALLS FLIGHT WATCH: Ashton, ID; Butte, MT; Glasgow, MT; Lakeside, MT and University Mountain, MT
HOUSTON FLIGHT WATCH: Lake Charles, LA; Lufkin, TX and Palacios, TX
HURON FLIGHT WATCH: Pierre, SD and Rapid City, SD
INDIANAPOLIS FLIGHT WATCH: Evansville, IN and Ft. Wayne, IN
JACKSON FLIGHT WATCH: El Dorado, AR; Greenwood, MS and Meridian, MS
KANSAS CITY FLIGHT WATCH: Emporia, KS; Kirksville, MO; Marysville, KS and Natoma,KS

LAS VEGAS FLIGHT WATCH: Angel Peak, NV; Barstow, CA; Boulder City, NV; Needles, CA; Tonopah, NV and Wilson Creek, NV
LOS ANGELES FLIGHT WATCH: Bakersfield, CA; Julian, CA; Saddle Peak, CA and San Luis Obispo, CA
LUBBOCK FLIGHT WATCH: Amarillo, TX; Childress, TX and Dalhart, TX
MEMPHIS FLIGHT WATCH: Little Rock, AR; Malden, MO and Nashville, TN
MIAMI FLIGHT WATCH: Cross City, FL; Ft. Myers, FL; Melbourne, FL and Tampa, FL
MINNEAPOLIS FLIGHT WATCH: Alexandria, MN; Duluth, MN; Eau Claire, WI and Worthington, MN
MONTPELIER FLIGHT WATCH: Albany, NY and Burlington, VT
NEW ORLEANS FLIGHT WATCH: Alexandria, LA; Crestview, FL and Mobile, AL
OAKLAND FLIGHT WATCH: Big Spur, CA; Ferndale, CA; Fresno, CA; Red Bluff, CA; Reno, NV and Sacramento, CA
OKLAHOMA CITY FLIGHT WATCH: Anthony, KS; Bartlesville, OK; Gage, OK; Garden City, KS; Ft. Smith, AR and McAlester, OK
OMAHA FLIGHT WATCH: Grand Island, NB; O'Neill, NB and Sioux City, IA
PHOENIX FLIGHT WATCH: Ajo, AZ; Globe, AZ; Mt. Lemon, AZ; Seligman, AZ and Winslow, AZ
PITTSBURGH FLIGHT WATCH: Akron, OH; Columbus, OH and Williamsport, PA
PORTLAND FLIGHT WATCH: Eugene, OR; Medford, OR and The Dalles, WA
RALEIGH FLIGHT WATCH: New Bern, NC; Wilmington, NC and Winston-Salem, NC
ST. LOUIS FLIGHT WATCH: Springfield, MO and Vichy, MO
SALT LAKE CITY FLIGHT WATCH: Battle Mountain, NV; Big Piney, WY; Cedar City, UT; Delle, UT; Delta, UT; Grand Junction, CO; Malad City, ID; Rock Springs, WY; Roosevelt, UT; Sunnyside, UT and Wells, NV
SAN ANTONIO FLIGHT WATCH: Harlingen, TX; Laredo, TX and Rock Springs, TX
SEATTLE FLIGHT WATCH: Mission Ridge, WA; Toledo, WA and Whidbey I, WA
TETERBORO FLIGHT WATCH: New Haven, CT and North Philadelphia, PA
WALLA WALLA FLIGHT WATCH: Cottonwood, ID; Mica Peak, ID and Pendleton, OR
WASHINGTON FLIGHT WATCH: Baltimore, MD; Kenton, DL; Linden, VA; Lynchburg, VA; and Newport News, VA

Eddie Muro (NY-41) submitted the following airline business frequencies for the New York City area, and would appreciate knowing their validity: Action Air Taxi 462.974; Air Inc. 464.375, 461.900, 464.325 and 151.685; U.S. Air 151.865; Braniff 460.000; Butler 151.385; Delta 151.745 and 460.825; Eastern 30.84, 460.750 and 460.775; Pan Am 35.94; Icelandic 460.350; National 460.850; New York Airlines 461.100; Overseas National 460.825; Scandinavian 30.76; Seaboard 151.655; Trans Caribbean 460.800; Trans World 460.675 and 151.715; United 460.725; United Aircraft Crash Crew 153.380.

Bob Gehri (WA-7) submitted the following frequencies and information for Portland Int'l Airport: ARINC 130.1 and 131.8; Air Oregon 132.0; Airwest 134.65; United 460.725; Hughes 460.700; Western 460.750 and Continental 461.250. Bob also says that the Airport Police and Fire operate on the frequency of 155.025, however the Airport Police will be going to a new radio system in the UHF band soon. In addition to the local frequencies, Bob has also listed the cities and callsigns in which Delta Airlines uses 460.825: San Francisco KQZ 656; Denver KKO 375; Hartford KKS 633; Fort Lauderdale KUU 268; Miami KIS 550; Orlando KUV 975; Tampa KSN 840; Atlanta KQX 544; Chicago KIS 674; Indianapolis KCI 964; New Orleans KGZ 868; Shreveport KTM 758; Boston KVJ 366; Detroit KQJ 775; St. Louis KCB 390; Jackson KIC 617; Newark KJM 275; New York (Kennedy) KEJ 390 and KZA 754; Cincinnati KWN 762; Tulsa KKO 374; Philadelphia KLB 833; Memphis KAX 956; Houston KQT 382; Northfield KGX 542; Arlington WXM 522; Londonderry KRJ 974 and United States KVT 401. The frequency of 465.825, which

is used as a mobile frequency at most locations, are as follows: Braniff-Denver KLM 665; Allegheny Airlines-Corapolis KSA 290; Hughes Air Corp.-Seattle KSU 946 and Alaska Airlines-Seattle KLM 261.

William Stookey (HI-1) submitted the following frequencies for Honolulu Int'l Airport: Civil Air Patrol 26.62 and 148.15; Baggage Control 460.700 and 460.725; State (airport) 453.100; Continental Airlines 465.850; Japan Air Lines 465.800 and Trans World 465.675.

Larry Smith (MI-1) submitted the following airline business frequencies for Detroit, including the name of airline, frequency, transmitter site, callsign, plus the month and year the license expires: 460.825 Delta (Detroit) KQJ-775 10/1983; 460.725 United (Detroit) KGQ-915 9/1979; 460.750 Eastern (Detroit) KGN-833 8/1979; 460.800 Trans World (Detroit) KKZ-729 9/1983; 460.850 Republic (Detroit) KVE-414 3/1983 and 460.850 Zantop International Airlines, Inc. (Ypsilanti) KQF-709 4/1983.

HELLO! I'm Ron Hammer and I seem to have become your new Aircraft Column editor.

I'll start it all off with something of an explanation of how I first joined RCMA in early June, 1980, read my first RCMA Newsletter in mid-month, by early July had become the new staff writer, bought my first-ever scanner in mid-month and by the end of July am trying to make my first deadline. (Whew!) Perhaps the cliche, "Fools rush in...", is in order here.

I'm 43 years old. I operated my first VHF/UHF radios shortly after my 18th birthday as a USAF Airborne Radar Operator flying off the coast of California in RC-121 "Connie" radar picket aircraft. I thought that that sort of thing was sort of fun, so by mid-1958 I'd obtained my USAF pilot wings and commission as a 2nd Lieutenant and set out for some <u>real</u> fun. Unfortunately, I spent most of my 20's flying air refueling tankers (KC-97's) all over the world for the Strategic Air Command (SAC). An awful lot of time was spent in the Arctic and it wasn't near as much fun as one might imagine--SAC never being much of a fun outfit to be in. I did get to fool with a lot of radios, however.

(It is interesting to note that now, 20 some years later, all of the old navigation and comm radio equipment we used then is still for sale through companies such as Fair Radio Sales Co. (P. O. Box 1105, Lima, OH 45802) A few notes of warning here: Many of those radios are <u>quite</u> large and heavy, some don't have handy tuning dials and quite a few will not just plug into a 115VAC wall outlet. Nevertheless, they can be fun to fool with.)

Back to the subject of my gripping life's story: When I finally escaped from SAC I went into the AF's Tactical Air Command (TAC) and was priveleged to fly the C-130E "Hercules" out of Nashville, Tennessee. That <u>was</u> fun and I saw perhaps 40 some countries flying "Herkies". Things kind of got out of hand in 1968 and I found myself getting shot at flying Cessna O-2's as a Forward Air Controller (FAC) in Laos and North Vietnam. (O-2's are essentially like civilian twin-engine, pusher-puller 337B's--not your average combat aircraft!) Some of the most exciting radio chatter in the world was available, but when you are directing air strikes against the Ho Chi Minh trail you do not have to listen to the radio for excitement!

Having survived that excercise (and by then become a Major) I was ready for a nice quiet job. In short order I attended the AF's Air Traffic Control Officer (ATC) school at Keesler AFB, MS, got an FAA Senior Control Tower rating and became Chief Controller of the Travis AFB, CA RAPCON (Approach Control), one of the AF's biggest bases. Later I became Chief of ATC there--which was interesting--with 23 flying units on the base including the then new C-5A "Galaxy's". Nice quiet job--yeah! I then went to Kadena AB, Okinawa, Japan and did it all over again becoming Chief of ATC over everything including an Air Route Traffic Control Center (ARTCC--"Okinawa Center") and 365,000 square miles of the busy Western Pacific. I was glad to retire in 1975 and go back to college. Fun's fun, but...!

I've goofed around with radio "DXing" for over 30 years--which does not make me one of the pioneers of radio--but does give me some background. My new scanner is the Bearcat 220 with the 118-136 MHz band. At $419.95 plus tax they are a bit expensive for those who might have to pay full retail for one. I really got started in VHF/UHF listening with a Radio Shack Realistic "Patrolman 50" that lists for $69.95. The aircraft reception is just as good as the Bearcat--you just have to hunt for the frequencies. It isn't all that hard to find them if you have any idea what you're looking for. There are many aircraft band capable receivers for under $400, so don't let that deter you from aircraft listening. Strangely (to my knowledge), no one seems to make a scanner or portable type receiver that covers the 225-390 MHz UHF aircraft band. (Not one anyone can afford, anyway.) This is where a great deal of activity occurs, of course--particularly military communications. Maybe we should lean on the manufacturers. About all we have is the aforementioned surplus gear.

I live in Roseville, south Placer County, California about 10 miles NE of the capitol, Sacramento. A high altitude north-south Jet Route (J-189) runs just east of here. The area underlies Oakland Center and Sacramento Approach Control airspace. (Everyone in the U. S. lives in some Center's airspace.) We have two large Air Force bases nearby, a metro and executive airport and the usual plethora of light-aircraft (bug-smasher) activity. My experience is a little sparse concerning general aviation. I have a Commercial Pilot License and Instrument Rating, have flown a number of hours in airliner cockpits (as an ATC controller) and have 6,000+ hours (over 1½ million miles) of military flying. That's no record, but I have seen the ground from the air.

Flying, per se, is pretty easy (if no one is shooting at you, the airplane is not on fire and the weather is good). Air Traffic Control is not easy. It is a very complex system. I have probably forgotten more than I remember about it. There is a great deal that I never ever knew about ATC. I must ask yourindulgence to a "new Kid" to your column. I am not an all-knowing expert (although I've known some people who were--at least they claimed to be). I'd like to start by asking for your questions and comments. It's your column. I easily get off course and wind up telling "war stories" instead of editing the column. I've asked Chuck Gysi and the club officers to help keep me aimed straight.

I belong to a bunch of other fine radio clubs (LWCA, IRCA, NRC, WTFDA, SCAN, etc.). Some of the things that influenced my becoming a column editor for RCMA is the superior quality of the newsletter and rapid growth of the club. I really enjoy broadcast band DXing, but I'm not the electrical engineer that some of the other clubs' guys seem to be. My yakking on radios has been to and from flying machines, so I'd better confine myself to that small area of the electronic spectrum, although it all interest me.

To finish my story, I'm originally from Topeka, Kansas, I grew up in a small town in the Willamette Valley of Oregon (Lebanon), I've been married to a very tolerant and indulgent lady who has let me be a big kid for 22 years, we have a married daughter and our son is a Marine Hawk A.A. missileman (after I did 20 in the Air Force!) I appraise houses for Sacramento County for a living, am a part-time graduate student and am an avid gun collector (NRA Life Member), so I stay busy. I've done some other stuff, but I must stick to aircraft-radio. I've corresponded with Bob Grove and will try to stay out of his excellent Military column. Write me your questions. If I can't answer them, I'll find someone who can. If I can't do that, I'll make something up. (Just kidding.)

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences and any other information relating to monitoring in countries other than the United States and Canada.

Send to: Richard Stein, 456 Barrymore Pl., North Brunswick, NJ 08902.

•••••DREAM SCANNER??••••

I have just received a letter today (July 23) from Peter 002-NIRE (Northern Ireland) with an enclosed leaflet on that new receiver I wrote about in the July Newsletter. (Believe it or not, he wrote the letter on July 8 after reading the July Newsletter, and we on the East Coast have yet to get that Newsletter).

He writes that it appears his opposite number in England (Brian 002-ENG) beat him to the punch in sending info on the unit. He is also awaiting delivery of the SX-200, manufactured by Japanese Industries Limited (JIL) (address over) . It is sold and distributed in the U.K. by Revco Electronics. The first batch delivered last month to Revco was sold immediately, mostly to Government services. The model has been three years in the making and sells for about £241 (about $566 U.S.). Peter promises a product report in the near future.

I present this enclosed leaflet on the SX-200 only for information. This is not an ad nor an endorsement of the product. I will try to ascertain more detailled data on the product including operation and availability. We will try to arrange for a U.S. distributor, possibly through an RCMA member who deals in scanners. If any member is seriously interested in this unit, please write me and include a SASE for future reply.

•••• 39.180 EXAMINED ••••

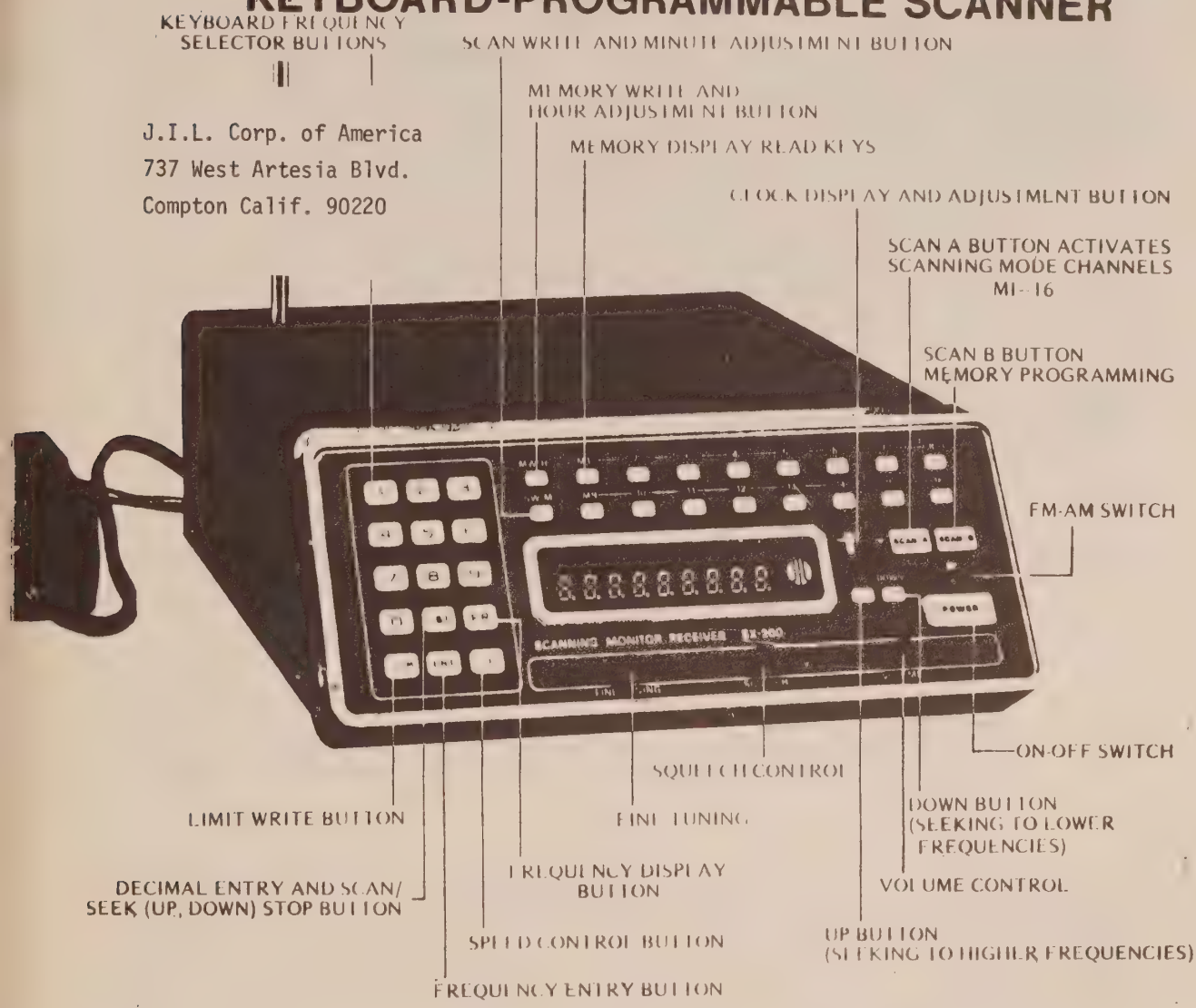
In the July 1980 Low Band Skip column, Larry (MI-001) asked about a Spanish station received on 39.180 MHz. I reported on that station in this column in the December 1979 Newsletter (page 68). Let me expand on that logging here and give you some personal observations which I hope you will find interesting.

The station Larry asks about is the National Parks Communication System in Caracas, Venezuela. The system, which uses repeaters, put a strong signal into many parts of the United States with a number of bases heard very well. Chuch Gysi (PA-005), our Newsletter editor reports that these signals have broken through the channel guard system on the base of Abington Township (PA), a local P.D. (Abington doesn't use channel guard on the mobiles, though, in case Somerset County, N.J. should call them for registration info. The two stations call each other by radio when they need vehicle registration info from the other state.)

Identifying the station was easy- the base ID's as "PARQUES NACIONALES" (National Parks). Determining the location, however, was a bit more difficult. A little luck, a shopping center, and a most interesting cable car ride tied together the other pieces of information, and confirmed the location.

SX 200
KEYBOARD-PROGRAMMABLE SCANNER

J.I.L. Corp. of America
737 West Artesia Blvd.
Compton Calif. 90220


KEYBOARD FREQUENCY SELECTOR BUTTONS
SCAN WRITE AND MINUTE ADJUSTMENT BUTTON
MEMORY WRITE AND HOUR ADJUSTMENT BUTTON
MEMORY DISPLAY READ KEYS
CLOCK DISPLAY AND ADJUSTMENT BUTTON
SCAN A BUTTON ACTIVATES SCANNING MODE CHANNELS M1-16
SCAN B BUTTON MEMORY PROGRAMMING
FM-AM SWITCH
ON-OFF SWITCH
SQUELCH CONTROL
FINE TUNING
DOWN BUTTON (SEEKING TO LOWER FREQUENCIES)
VOLUME CONTROL
UP BUTTON (SEEKING TO HIGHER FREQUENCIES)
LIMIT WRITE BUTTON
DECIMAL ENTRY AND SCAN/ SEEK (UP, DOWN) STOP BUTTON
FREQUENCY DISPLAY BUTTON
SPEED CONTROL BUTTON
FREQUENCY ENTRY BUTTON

Type: AM and FM Selectivity:FM-more than 60dBat ±25kHz
Audio Output: 2 Watts AM-more than 60dBat ±10kHz
Ext. Spk. Imped.:4-8 Ohms Power Supply: DC 12V-optional 230v Adaptor
Antenna Imp:50-75 ohms Whip or External Ant. with Loc/DX control(20dB ATT.)
Weight: 2.8Kgs(6lbs) Clock Error: within 10 sec./month
Memory Channel: 16 Channels Scan Delay Time: 0 or 4 sec.
Scan Rate: Fast- 8 Channels/sec Slow- 4 Channels/sec
Seek Rate: Fast-10 Channels/sec Slow- 5 Channels/sec
Dimensions: 210(W) x 75(H) x 235 (D) mm
8.25(W)x 3.25(H)x 9.125(D) in.
Freq. Stability: 26-180MHz..within 300Hz 380-514MHz..within 1KHz
Freq. Range: 26-57.995MHz Freq. Space....5kHz
58-88 MHz " ....12.5 kHz
103-180 MHz " 5kHz
380-514 MHz " ....12.5 kHz

Sensitivity: FM....26-180 0.4uV S/N 12dB AM....1.0uV S/N 10dB
" ...380-514 1.0uV S/N 12dB " ....2.0uV S/N 10dB

Caracas is a city with year round Spring-like weather. It sits in a valley 3000 feet above sea level only 8 miles from the coast but separated from the beaches by a chain of mountains rising to a height of 7000 feet. The new road from Caracas to Macuto (the beach area) cuts through the mountains and can be traversed in about 75 minutes (unbelievable traffic jams permitting). Another route however, is by means of two cable car systems and this takes about 90 minutes with a change over at the top. The cable car system from Caracas to the top of Mount Avila is called the Teleferico. The view up is spectacular when the city isn't smogged in. The ride down the far side to the beach is even more exciting as you pass colorful flower "farms" down the side of the mountain and the deep blue water and brilliant white sand rush up to meet you. The Humboldt corporation built a hotel on top of Avila figuring it to be an ideal location. Someone goofed! The top of the mountain is always cold and usually cloud covered. Not the idyllic tourist stop. So the hotel remains devoid of guests, used only as a staff training center for the hotel corporation and a layover stop for the travellers.

Back to 39.180. The following bases were heard during the past 18 months, usually between 1300 and 2200 GMT:

Parques Nacionals
Central (may be the same)
Caracas
Clavelitos ("Little Carnations")
Chacaito (name of both a section of Caracas and large shopping center)
Escucho-11 (Listening Post-11)
Escucho-15
Maiquetia (Airport area)
Maracay
Maripuso
Orinoco-2
Pajarito ("Little Bird")
San Pedro
Teleférico
Valencia

The city of Caracas has a number of National Parks (Parque Nacional del Este, Parque Nacional El Pinar). Some of these bases, however, seem to indicate that the systems extends beyond the city proper. (Orinoco-2, Valencia, Maiquetia). Input(s) to the repeater system still unknown. I did not hear this system when we were in Venezuela in 1974. Messages are short and content generally not too interesting (radio checks,etc.) Two exceptions were a call with the sound of a siren in the backround and on another day the message-- "fire in the park".

On February 24th of this year I wrote a letter to the Chief Engineer of the Communications Department hoping to secure both a QSL and some positive information about the system in general. I enclosed 2 IRC's and some commemorative postage stamps. I have had no response to date.

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Bob (CA-LA-039) asks for information on the following foreign skip reception:

33.320-Spanish-personal communications (ham or CB-type),repeater, not related to any single kind of business, usually heard during PM hours. Has any other member heard this,and if so, any ideas or recordings I could listen to?

להתראות

••••••••••

Beginners ?????? Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that most everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. I recently bought a Radio Shack PRO 2008. Why don't they make a scanner that can be programmed for 806-865 MHz?

A. In the August 1980 RCMA Newsletter Bob Grove reports on the latest goodies displayed at the June Consumer Electronic Show. Electra-Bearcat is taking the plunge into these unchartered waters with an 8-channel, crystal-controlled scanner for 33-50,144-174,440-512 and 806 to 870 MHz. If the unit sells well, I'm sure that Bearcat and others will follow with programmable versions.

Q. The local police department changed their frequency from 155.890 to 471.2125 MHz, just after Police Call 1980 appeared. Do many police departments do this?

A. No. The licensing process takes far too long a time for any agency to respond to a listing in Police Call by changing frequency.

Q. I have been monitoring 155.490 MHz for years, but recently I've been receiving a series of tones, follow by a dispatcher issuing numbers, with no acknowledging transmission. I've looked in Police Call but only police departments are licensed for 155.490. What is it?

A. My best guess is that the offending signal is broadcast by a paging service of some sort, and that their frequncy is not 155.490 MHz. Instead, this signal on another frequency is strong enough,when it reaches your receiver,to interact in some way with internally generated signals producing a spurious response on 155.490. If you can catch the call-sign of the station, the FCC field office nearest you may give you the assigned frequency and name of the licensee. Many paging services identify in Morse code, so getting the call sign may be a problem. If your scanner is crystal controlled, you may be able to receive the "image" of 155.490. If your scanner has an IF of 10.7 MHx, calculate the crystal's operating frequency by;

$$F_C = \frac{155.490 + 10.7}{3} = 55.3967 \text{ MHz}$$

Sentry Manufacturing Co., Crystal Park, Chickasha Oklahoma 73018, (800) 654-8850, will supply "image" crystals of this type.
If your scanner is programmable, the image trick may not work, since you need to enter 176.890 MHz, for an IF of 10.7. See the Beginner's Corner for April 1980 for other suggestions

under 30 MHz

Shortwave Utility

Send RTTY, CW, MCW, SSB, AM and FAX reception reports, explanatory notes, articles and questions relating to frequencies below 30 MHz to: Chris Devendorf, 29261 Buckhaven, Laguna Niguel, CA 92677. Services covered in this column will be military, civilian aeronautical, coastal/maritime, SSB broadcast feeders, government, beacons, weather, voice markers, time/frequency stations, etc. --- essentially everything except broadcast, CB and Amateur Radio. If you need a Shortwave Utility report form, please include an SASE with your request.

INFO

Here is a list of US Air Force aircraft callsigns frequently encountered in the aeronautical bands.

WEATHER RECON

GULL	53rd Weather Recon Squadron	Keesler AFB, LA	WC-130
LARK	55th Weather Recon Squadron	McClellan AFB, CA	WC-135
SWAN	54th Weather Recon Squadron	Anderson AFB, Guam	WC-130
TEAL	815th Weather Recon Squadron	Keesler AFB, LA	WC-130

RESCUE & RECOVERY

JOLLY	All USAF Heavy-lift rescue helicopters	HH-3 / HH-53
KING	All USAF fixed-wing rescue aircraft	HC-130

VIP and AIRLIFT

AIR FORCE 1	ANY USAF aircraft with the Priesident aboard
AIR FORCE 2	ANY USAF aircraft with the Vice President aboard
SAM	Any "Special Air Mission" flight (VIP)
MAC	Any routine "Military Airlift Command" flight (Usually C-5 or C-141)
AIR EVAC	Any flight involved in transporting the sick or injured (Usually C-9)

A note to remember: The word "RESCUE" when used in a aircraft callsign denotes an actual rescue mission. This provides the aircraft priority handling by air traffic controllers. Any "KING" or "JOLLY" aircraft are on routine flights or rescue exercises, or else their call would be "AIR FORCE RESCUE".

INTERCEPTS

There are three contributors to our intercept section this month.

CD = Me CA-OR-050
JS = Jerry Short CA-OR-002
RS = Rickey Stein NJ-001

Many of the things listed by Jerry and I are not difficult catches, but were logged as examples of the many possible things that can be heard.

Voice

5652	AM	7-8	0533	NEW YORK RADIO (FAA) Weather Broadcast	JS
5696	USB	7-8	0330	CG1487 (USCG) wkg PORTSMOUTH-patch to RCC	JS
	USB	7-8	0527	CG1454 (USCG)-Ops Normal	JS
	USB	7-26	0334	CG RESCUE 1452 (USCG) wkg COMSTA SAN FRANCISCO	JS

	USB	7-26	0336	CG58Ø1 (USCG)-guard change, NEW ORLEANS to CORP.CHRIS.	JS
6506.4	USB	7-11	0934	COMSTA KODIAK, AK (USCG) wkg CGC STORIS	CD
6720	USB	7-11	0918	DS wkg WF (USN-Hicom Net)	CD
6753	USB	7-11	0923	EDMONTON MILITARY, Canada-Aero weather broadcast	CD
7493.5	USB	7-12	0320	NNNØIPF (USN MARS) wkg NNNØCTN-personal phone patch	CD
7887	AM	5-28	0627	(NUMBERS) YL SS 5-digit "attencion 780 106"	CD
8959	USB	7-11	0944	AMERICAN 84Ø wkg SAN JUAN-position rpt	CD
9023	USB	7-9	0301	DEER TAG wkg ARROW PIERCE (USAF)	CD
10222.6	USB	7-12	0350	Lolita, Puerto Rico (AACR)-telephone conversation	CD
10235	ISB	7-12	0356	Greenville, NC (VOA Feeder)	CD
10454	ISB	7-12	0401	Greenville, NC (VOA Feeder)	CD
11200	AM	7-9	0326	WEST DRAYTON, UK (RAF)-Aero Weather broadcast	CD
11233	USB	7-12	0248	TRENTON MILITARY, Canada wkg SKYLARK LEAD	CD
11239	USB	7-12	0327	MC CLELLAN, CA (USAF) wkg NAVY EM166-posit rpt	CD
11243	USB	7-12	0331	DISAVOW (USAF-SAC Alfa Net) Coded message	CD
11249	LSB	7-12	0254	ANDREWS, MD (USAF) wkg SAM 86971-radio check	CD
11267	USB	7-12	0250	I2T clg Z4K (USN-Hicom Net)-radio check	CD
13201	USB	7-10	0547	SAM 26ØØØ wkg ELMENDORF (USAF)	JS
	USB	7-10	0606	YAKOTA, Japan (USAF) wkg MAC 5941Ø	JS
18002	USB	7-12	0307	HICKAM, Hawaii (USAF) wkg MAC 5Ø262-position rpt	CD
22390	LSB	5-9	1620	Daventry, UK (BBC Feeder) EE News	RS
23315	USB	7-10	1915	HV clg QR (USN-Hicom Net)	CD

Morse

7656	CW	5-29	0654	"W" Beacon	CD
8090	CW	7-11	0848	NAM Norfolk, VA (USN)-Multicall marker	CD
10339.5	CW	7-12	0346	WFI77/WFK5Ø/WFL35/WFK39/WFN23 New York (AP)-QRA Mkr	CD
12022.5	CW	7-11	0833	KKN5Ø Washington DC (State Dept) QRA Marker	CD
12907.5	CW	7-11	0901	VIS Sydney, Australia-Long Range Broadcast	CD
12943.5	CW	7-11	0837	ZLP5 Irirangi, NZ (Navy)-V Marker	CD
12961.5	CW	7-11	0841	LFI Rogaland, Norway-CQ Marker	CD
16961.5	CW	7-11	0845	FUF Fort de France, Martinique (Fr Navy)-V Marker	CD
21813	CW	5-9	1642	CLN653 Havana, Cuba (PTT) clg UCA	RS

Teletype

3200a	75/850	5-1	0040	5 letter code groups & RY	RS
6330	100/425	5-1	0055	CFH Halifax, Canada (Navy)-Metoc collection	RS
6943	100/425	5-1	0108	Rhodes, Greece (VOA)-broken signal	RS
10407	66/425R	7-12	0404	6VU Dakar, Senegal-RY Test	CD
10492	66/425R	6-19	2325	RFTJ Dakar, Senegal (Fr Navy)-RY/Fox Test	RS
10710	66/425	6-13	0034	NAU San Juan, PR (USN)-Fox Test	RS
10917a	66/425R	6-13	0039	DED or DLE (Fr Navy??) wkg RFJJF	RS
10958	66/425R	6-13	0050	London, UK (Reuters)-EE News	RS
10961a	66/425R	6-19	2055	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
11095	66/425R	5-1	2235	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
11230	66/425	6-30	1453	HMR96 Pyongyang, N Korea (KCNA)-RY Test	CD
11415a	66/425R	5-14	2126	MKG London, UK (RAF)-RY/Fox Test	RS
11424.6	66/425R	5-14	2128	HMN52 Pyongyang, N Korea (KCNA)-FF News	RS
11430	66/425R	5-1	2239	MKG London, UK (RAF)-RY/Fox Test	RS
11458.9	66/425R	5-17	2150	Berlin, GDR (MFA)-5 letter code groups (Ex-DBX)	RS
11509	66/425R	6-19	2322	STK Khartoum, Sudan-RY test backwards	RS
11553a	66/425R	5-7	0100	MKG London, UK (RAF)-RY/Fox Test	RS
11593a	66/425	5-1	2240	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
12131a	66/425R	4-30	2329	Y7A49/Y7A52 Berlin, GDR (ADN?)-RY Test	RS
12225a	100/425	6-13	0013	Greenville, NC (VOA)-EE News	RS
12268.5	100/425	4-30	2332	KWS78 Nicosia, Cyprus (US State Dept)-Fox Test	RS
12279	66/425	6-13	0023	PWZ Rio de Janiero, Brazil (Navy) wkg CXR	RS
12280	66/425R	4-30	2333	GBU32 London, UK (AP)-EE News	RS
12301	66/425	5-1	2208	CLN37Ø Havana, Cuba (PL Central)-SS News	RS
12516a	66/170	4-30	2339	UVUK (vessel) wkg URB2	RS

12932.5	66/425R	5-14	1843	EBA/RETJ Madrid, Spain (Navy)-RY Test	RS
13167	66/425R	5-1	2131	CML47 Havana, Cuba (PTT)-SS telegrams	RS
13529.5	66/850	7-19	1518	(No ID)-Weather Traffic "333"	CD
13737	66/425R	5-14	1838	5YD7 Nairobi, Kenya-RY Test	RS
13900a	66/425	5-9	2028	(No ID)-FF News (ANSA)	RS
14356	66/425	6-21	0216	GFL24 Bracknell, UK-coded weather broadcast	RS
14362	66/425R	6-21	0218	SOO23 Warsaw, Poland (PAP)-GG News	RS
14368	100/425	5-1	2153	WFK54 Washington, DC (USIA)-EE message	RS
14372.5	66/425	6-21	0220	HZJ Jeddah, Saudi Arabia-RY Test	RS
14502a	66/425	5-1	2144	SUC Cairo, Egypt-RY/ Fox Test	RS
14515	66/425R	5-1	2149	GPN34 London, UK (Reuters)-PP News	RS
14642	100/170R	5-1	2155	4US Nicosia, Cyprus (UN)-RY & EE Tfc	RS
14670	66/425R	5-1	2151	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
14752	66/425	6-22	2119	WFD9Ø or WFD44 New York, NY (DPA)-SS News	RS
15555.9	66/425R	5-21	1524	CNM73 Rabat, Morocca (MAP)-ID & sked	RS
16185	66/425	4-30	2304	FPQ8H-1 Paris, France (AFP)-FF News	RS
16412	66/425R	4-30	2257	BAK66 Beijing, PRC (Xinhua)-SS News	RS
16440	100/850	5-9	2025	WBR5 Miami, FL-Coded weather broadcast	RS
16695.2	66/170R	7-10	2311	UJFJ (vessel NASTROJKA)-RY Test	CD
16695.9	66/170R	7-10	2315	EOSP (vessel) clg UJY	CD
17155	66/170R	5-18	2252	UFB Odessa, USSR-Cyrillic Traffic	RS
17365a	66/170a	4-30	2307	Berlin, GDR (MFA)-GG Traffic (Ex-DET2)	RS
17395a	66/425	4-30	2313	Y7A73/Y7A79 Berlin, GDR (MFA)-RY Test	RS
17400	66/425R	4-30	2315	BBE52 Shanghai, PRC clgCLN56-RY Test	RS
17567	66/425	5-22	0208	CLN570 Havana, Cuba (PL)-EE News	RS
	66/425	6-12	2022	CLN570 Havana, Cuba (PL)-SS News	RS
18040a	100/425R	5-9	1704	(No ID) RY then coded messages	RS
18041a	66/425R	5-18	1916	RSVIC? - AMVER Traffic	RS
18067.5	66/850R	5-26	1510	NBA Balboa, CZ (USN)-RY Test	RS
18160	66/425	5-9	1500	RTU47 Moscow, USSR (TASS)-RY Test	RS
18535	66/425R	5-18	1552	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
18548	66/425R	6-12	2013	GIY38 London, UK (AP)-EE News	RS
18669.6	66/425	5-26	1521	FTS67 Paris, France (AFP)-QRA	RS
18823	66/425	5-9	1203	Berlin, GDR (ADN)-RY Test (Ex DMV38)	RS
18834.7	66/425R	5-18	1535	RWN74/RCE59/RTU47/RCB55 Moscow, USSR (TASS)	RS
18885	66/425	5-4	0910	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
	66/425R	5-18	2250	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
18985	66/425	5-9	1500	OLD2 Prague, Czechoslovakia (CETEKA)-SS News	RS
19033a	66/425	5-4	1740	Prague, Czechoslovakia (CETEKA)-SS News	RS
19096a	66/425	5-18	1521	(No ID)-Double Spaced tfc	RS
19171.1	66/425R	5-9	1701	CNM85 Rabat, Morocco (MAP)-FF News	RS
19395	66/425R	4-30	1900	GIW3Ø London, UK (London Press Service)-RY Test	RS
19431.8	66/425R	5-9	1659	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
19885	66/425	4-30	1858	Y7A73/Y7A79 Berlin, GDR (MFA)-RY Test	RS
	66/425	5-30	2107	Y7A73/Y7A79 Berlin, GDR (MFA)-RY Test	CD
19886a	66/425R	5-9	1518	RKE2Ø Moscow, USSR (TASS)-SS News	RS
19899a	66/425	5-18	1534	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
19922.5	100/425R	5-9	1241	4UZ39 Geneva, Switzerland (UN)-EE News & Tfc	RS
19947.1	66/425R	5-9	1209	Y3J2 Berlin, GDR (DPA)-RY Test	RS
19960.5	66/425	5-22	0213	9HA Luga, Malta-RY Test	RS
19976.2	66/425R	5-9	1245	GPA39 London, UK (London Press Service)-EE News	RS
20021a	66/425R	6-11	1359	Y7A8Ø/Y7A84 Berlin, GDR-GG Tfc	RS
20081a	66/425	5-4	0900	HGX48 (Unk QTH) wkg HGX21 (Hungarian Embassy Tfc)	RS
20148a	66/425	5-4	1926	CLP1 Havana, Cuba (EMBACUBA) 5-digit groups	RS
20156a	66/425	5-9	1650	(No ID) Tunisia? (Tunise Afrique Presse)-EE News	RS
20204	66/425R	5-7	1430	YZJ Belgrade, Yugoslavia (TANJUG)-EE News	RS
20323a	66/425R	5-9	1217	MKG London, UK (RAF)-RY/Fox Test	RS
20350	66/850	7-19	1532	NBA Balboa, CZ (USN)-RY Test	CD
	66/850R	5-13	1414	NBA Balboa, CZ (USN)wkg LOL, OBC, HDN, YMW	RS
20419.5	66/425	5-7	1438	Berlin, GDR (ADN)-SS News (Ex DKC8)	RS

20506a	66/425R	5-3	1333	SOV25 Warsaw, Poland (PAP)-Testing for Havana	RS
	66/425R	6-11	1329	SOV25 Warsaw, Poland (PAP)-wkg CLN487	RS
20615	66/425R	5-7	1440	RCC75 Moscow, USSR (TASS)-AA News	RS
20682	66/850R	6-12	1958	NBA Balboa, CZ (USN)-RY Test	RS
20803.5	66/425R	6-11	1334	WFN3Ø New York, NY (AFP)-SS News	RS
20838a	66/425	5-3	1754	(No ID) Havana, Cuba (EMBACUBA?)-RY & Short Tfc	RS
20854a	66/170	4-30	1826	HDN Quito, Ecuador (Navy)-"Cinta de Pruebas"	RS
20932a	66/425	6-19	2011	CLP1 Havana, Cuba (EMBACUBA)-SS News	RS
20989a	66/425	5-1	2047	CLP1 Havana, Cuba (EMBACUBA)-RY Test	RS
21770	66/425	7-10	2005	(No ID)"Vicio Latinoamerica"-SS Tfc	CD
21781	66/170	7-10	2029	(No ID)-Coded Weather (Poss PPN9)	CD
21982a	66/425	5-15	2004	(No ID) Havana, Cuba (EMBACUBA)-SS Tfc	RS
22171a	66/170	5-9	1427	UHMC (vessel) RY Test	RS
22176a	66/170	5-11	1434	(No ID) vessel KRASNOKAMSK-Cyrillic Tfc	RS
22209a	66/425	5-6	2259	(No ID) KALININGRAD RADIO, USSR-Cyrillic Tfc	RS
22223a	66/170	5-18	1425	ULYR vessel ENISEYSK?-EE & RR Tfc	RS
22471a	66/850R	6-15	1507	EBA/RETJ Madrid, Spain (Navy)-RY Test	RS
22472a	66/850R	4-30	1803	EBA/RETJ Madrid, Spain (Navy)-SS & Coded tfc	RS
22472	100/850	5-9	1450	4UV Nairobi, Kenya (UN)-EE Tfc	RS
22552a	66/425R	5-20	1527	GYA London, UK (Navy)-RY/Fox Test	RS
22753a	66/425R	5-4	2121	MKG London, UK (RAF)-RY/Fox Test	RS
22761	66/425R	6-23	1312	GDW42 London, UK-EE News	RS
22782	66/425R	5-21	1517	REB24 Moscow, USSR (TASS)-EE News	RS
22810	66/850	5-23	1900	NBA Balboa, CZ (USN)-wkg CPF2	CD
22827a	100/425R	5-7	1531	(No ID)-5 digit groups/mentioned city names	RS
	66/425	5-7	1808	(No ID)-continuous RY's	RS
22866.1	66/425R	5-20	1529	5YE Nairobi, Kenya-Weather Tfc	RS
23151a	66/425	7-6	1314	RPFN Monsanto, Portugal (Navy)-wkg PWZ/RY Test	RS
23371a	66/425	7-6	1330	(No ID)-coded weather broadcast	RS
23376a	66/425R	6-23	1343	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS
23389	66/850	7-10	1928	LOL Buenos Aires, Argentina (Navy)-clg OBC/RY	CD
23417a	66/425R	5-9	1530	GYU Gibralter (Navy)-RY/Fox Test	RS
23443a	66/425	5-21	1440	(No ID)Unk station "DALEKOPIS""JAKARTA" mentioned	RS
23460	66/425	5-7	1808	Berlin, GDR (MFA)-5 letter groups (Ex DKU3)	RS
	66/425	6-30	1323	Berlin, GDR (MFA)-GG Tfc or News	RS
23522a	66/425	7-6	1355	3ZB2Ø Poland (PAP?) wkg 3ZB3Ø Polish News	RS
23543.5	66/425R	5-7	1444	GFL43 London, UK (Reuters) EE News & speech	RS
	66/425R	7-2	1333	GFL43 London, UK (Reuters) FF News	RS
23625a	66/425	7-2	1335	(No ID) coded weather broadcast	RS
23669a	60/425R	6-23	1400	GNZF (vessel?)-QRA then 99999, M's, S's & code	RS
23752.5	66/170	5-7	1526	(No ID) (AFP)-EE News	RS
	66/425	7-6	1328	FYU/B FTU01/B FTX75/H1 (AFP)-QRA "AFRICABEAMS"	RS
23782a	66/170	5-20	1446	(No ID) Unk station/mentioned JAKARTA (see 23443)	RS
23999.9	66/425R	5-7	1456	Y7A89 Berlin, GDR (MFA)-RY test	RS
24029a	66/425	5-7	1446	(military?) 5 letter code groups	RS
24034a	66/850R	6-11	1317	NBA Balboa, CZ (USN)-RY Test	RS
24099a	100/ ?	5-7	1455	(No ID) 3 letter gps & cities, CHIKAGO, NJU JORK	RS
24656a	66/425R	6-23	1327	MKD Akrotiri, Cyprus (RAF)-RY/Fox Test	RS

A special thanks to Rickey for the majority of loggings this month. Many excelent intercepts of mystery stations working RTTY.

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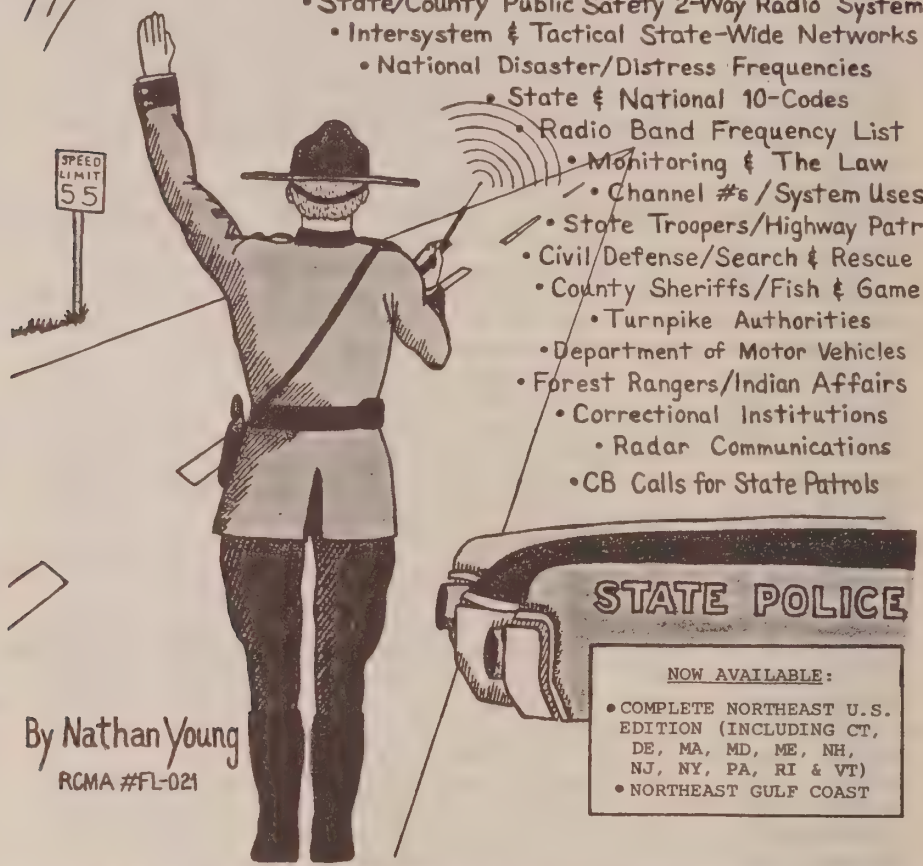

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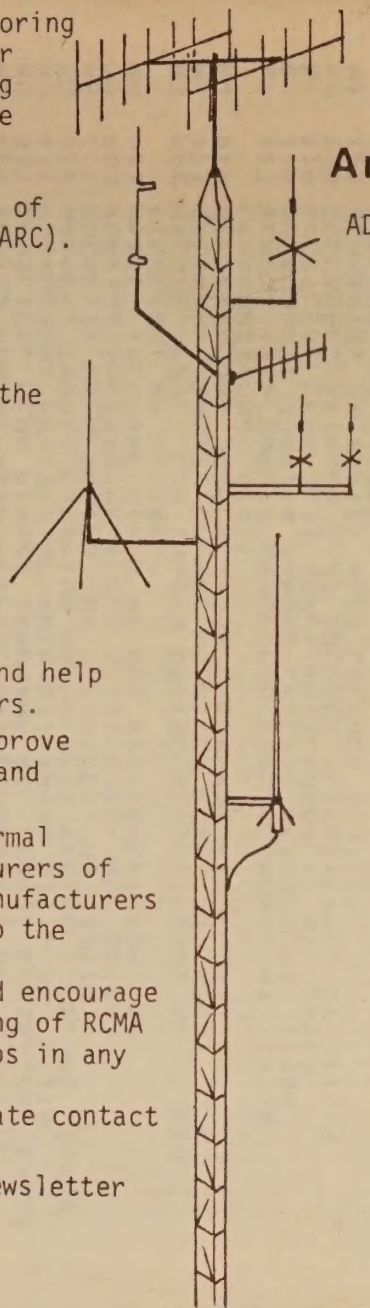
The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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